

# Argument Against the Adoption of Popham Garden Village / Coxford Down into the Basingstoke & Deane Local Plan

*Prepared and issued by Steventon Parish Council, January 2026.*

*Reader note: if you are pressed for time and wish only to read of reasons how planning policy can be applied to an argument against what is proposed, read the EXECUTIVE SUMMARY only.*

*This document does not focus particularly on the loss of Popham Airfield. This is because that specific matter has already been well covered by Popham Airfield Matters.*

## Introduction

This document outlines the reasons why Popham Garden Village should not be adopted into the Basingstoke Local Plan, referencing the December 2024 **National Planning Policy Framework (NPPF)** and the existing **Basingstoke & Deane Local Plan 2011-2029**, which remains formally adopted until replaced.

Key documents:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<https://www.basingstoke.gov.uk/content/doclib/1592.pdf>

<https://www.basingstoke.gov.uk/planningpolicy>

<https://www.basingstoke.gov.uk/dlp-have-your-say>

[Basingstoke and Deane Local Plan Draft Spatial Strategy](#)

The analysis focuses on the principles of sustainable development, Greenfield protection, infrastructure requirements, and environmental considerations as outlined in the NPPF.

## **1. NPPF DEC 2024**

### **1.1 Lack of Alignment with Sustainable Development Principles**

The NPPF emphasizes the importance of achieving sustainable development, which includes economic, social, and environmental objectives (Paragraph 8). For plan-making, the NPPF requires that all plans promote a sustainable pattern of development that meets local needs, aligns growth with infrastructure, improves the environment, and mitigates climate change (Paragraph 11a).

Popham Garden Village does not align with these principles due to:

- **Inadequate infrastructure:** The proposed site lacks sufficient transport links and essential services, which contradicts the NPPF's requirement to focus significant development in locations that can be made sustainable (Paragraph 110).
- **Environmental impact:** The development risks harming the natural environment, including biodiversity and local landscapes, which is contrary to Paragraph 187 of the NPPF.

### **1.2 Greenfield Protection**

The NPPF strongly promotes a "**brownfield first**" approach, requiring local authorities to prioritise the use of previously developed land (PDL) for new development over greenfield sites.

The core principles of the NPPF regarding this priority are:

- **Effective Use of Land:** Planning policies and decisions should promote the "effective use of land," making "as much use as possible of previously developed or 'brownfield' land". This is seen as a key component of sustainable development, helping to reduce urban sprawl and preserving undeveloped land.
- **Substantial Weight:** The NPPF directs decision-makers to give "substantial weight to the value of using suitable brownfield land" within existing settlements for housing and other identified needs.
- **Plan-making Strategy:** Local planning authorities (LPAs) are expected to set out a clear, strategic approach in their Local Plans that maximises the use of brownfield sites before considering greenfield release.
- **Greenfield Protection:** When considering the release of land for development (which can include both greenfield and brownfield sites), a specific hierarchy must be followed. Plans should give priority to previously developed land.
- **Default "Yes" to Brownfield:** Recent revisions to the NPPF aim to make the default answer to brownfield development proposals "yes" unless substantial harm would be caused, further strengthening their prioritisation.

This policy framework encourages developers and councils to regenerate urban areas and make the most of existing infrastructure, though the viability and remediation costs of some brownfield sites can still pose challenges compared to developing untouched greenfield sites.

**There is no evidence of exceptional circumstances:** The proposal does not provide clear evidence that other options, such as utilising brownfield land, have been exhausted (Paragraph 147a).

### 1.3 Infrastructure and Housing Delivery Concerns

The NPPF requires strategic policies to make sufficient provision for infrastructure, transport, and community facilities to support development (Paragraph 20). Additionally, Paragraph 78 mandates that local planning authorities identify specific deliverable sites to provide a minimum of five years' worth of housing supply.

Concerns regarding Popham Garden Village include:

- **Insufficient infrastructure:** The site lacks adequate transport links, schools, healthcare facilities, and other essential services, which are critical for sustainable development (Paragraphs 20 and 110).
- **Unrealistic housing delivery:** The development may not meet the NPPF's definition of "deliverable" (Annex 2), as there is no clear evidence that housing completions will begin within five years.

### 1.4 Environmental and Climate Change Impacts

The NPPF emphasizes the need to mitigate and adapt to climate change, protect biodiversity, and enhance the natural environment (Paragraphs 162, 187, and 192).

Concerns include:

- **Biodiversity loss:** The development risks significant harm to local wildlife habitats, which is contrary to Paragraph 193a of the NPPF.
- **Flood risk:** The site may be vulnerable to flooding, and the proposal does not adequately address the sequential and exception tests required by Paragraphs 174-178.
- **Climate change mitigation:** The development does not sufficiently incorporate measures to reduce greenhouse gas emissions or adapt to climate change impacts, as required by Paragraph 164.

### **Conclusion**

Based on the December 2024 NPPF, the proposed Popham Garden Village fails to meet the criteria for sustainable development, Greenfield protection, infrastructure provision, and environmental conservation.

The adoption of this proposal into the Basingstoke Local Plan would conflict with national planning policies and undermine the principles of sustainable development.

## **2. OTHER RELEVANT NATIONAL POLICY / GUIDANCE**

### **2.1 Department for Transport – General Aviation Strategy**

The UK Government’s Aviation Policy Framework and subsequent GA Strategy classify general aviation airfields as:

**“A network of national importance”**

They are intended to be **protected where possible**.

#### **Relevance:**

Popham Airfield is:

- A significant GA site
- Used for training, events, maintenance, engineering, community activity
- Identified by DfT as part of the national network

Loss requires strong justification.

### **2.2 Natural England – National Character Area (NCA) 130: Hampshire Downs**

This NCA identifies key characteristics to **protect**, including:

- Chalk downland
- Open rural character
- Scarp slopes and ridgelines
- Pastures and meadows
- Dark skies

**Relevance to Popham:**

The Garden Village conflicts with several protected character traits of NCA 130.

**3 LOCAL POLICY (ADOPTED Basingstoke & Deane Local Plan 2011–2029)**

These remain **formally adopted** until replaced.

**3.1 Policy EM1 – Landscape**

Requires:

- Development to respect landscape character, visual amenity and local distinctiveness

**Relevance:**

Popham and Coxford Down are distinctive chalk landscapes.

**3.2 Policy EM3 – Thatcham to Winchester Downs Area of Landscape Value**

Some areas around Popham fall into locally defined valued landscapes.

**3.3 Policy EM4 – Biodiversity and Nature Conservation**

Requires avoiding harm to:

- SINC
- Priority habitats
- Biodiversity networks

Popham involves loss of a chalk grassland SINC

Popham involves possible significant risk to the health and stability of the River Test.

**3.4 Policy EM8 – Commercial Renewable/Low-Carbon Energy**

Encourages development patterns that reduce emissions — the new Garden Village risks creating car dependency.

**SPS5.8 – Popham Garden Village**

Sets requirements the council must meet to justify the allocation into the Local Plan.

Failures or weaknesses in evidence raise **soundness concerns** and we believe that there are significant failures to the extent that the allocation of the Popham Garden Village / Coxford Down is not a “sound” plan.

### **Planning soundness is a technical planning term.**

In the context of UK local planning, it refers to whether a local plan (like a Local Plan) meets specific criteria during independent examination, ensuring it's well-prepared, justified by evidence, effective for delivery, and consistent with national policy, ultimately guiding sustainable development and meeting community needs. It's a crucial test applied by Inspectors, assessing if the plan is a robust strategy to meet development goals or requires significant changes before adoption.

### **The Four Key Tests of Soundness**

An independent inspector assesses a local plan against these criteria from the National Planning Policy Framework (NPPF):

1. **Positively Prepared:** Does the plan have a clear strategy to meet objectively assessed development and infrastructure needs, including those from neighbours where reasonable, for sustainable development?
2. **Justified:** Is the chosen strategy the most appropriate, when compared to reasonable alternatives, and based on proportionate, credible evidence?
3. **Effective:** Is the plan deliverable over its life, with strong joint working on cross-boundary issues, and is it flexible enough to adapt?
4. **Consistent with National Policy:** Does the plan enable the delivery of sustainable development in line with national planning guidance?

### **Why it Matters**

- **Legal Requirement:** Local plans must pass these tests to be adopted.
- **Evidence-Based:** It ensures plans aren't just aspirational but grounded in data and reality.
- **Community Focus:** It checks if the plan genuinely addresses local needs for housing, infrastructure, and services.
- **Inspector's Role:** An Inspector examines the plan, hears from interested parties, and recommends changes to make it sound.

In essence, a "sound" plan is one that is robust, viable, and effectively delivers sustainable development for the area it covers.

### **ENV policies – Draft Local Plan**

Supporting policies protecting:

- Landscape
- Ecological networks
- Heritage (Jane Austen and Popham Beacons Monument)

- Water and groundwater
- Agricultural land quality

These can all be used to argue that Popham has constraints incompatible with strategic development.

#### **4 SUMMARY — THE KEY POLICY BASIS FOR OPPOSING DEVELOPMENT AT POPHAM**

Opposition arguments can be framed around:

##### **4.1 NPPF (Dec 2024)**

###### **Lack of Alignment with Sustainable Development Principles**

- NPPF requires plans to support economic, social, and environmental objectives (**Paragraph 8**).
- Plans must promote a sustainable pattern of development that supports local needs, aligns growth with infrastructure, improves the environment, and mitigates climate change (**Paragraph 11a**).
- Popham Garden Village fails because:
  - **Inadequate infrastructure** – insufficient transport links and essential services (**Paragraph 110**).
  - **Environmental harm** – risks to biodiversity and local landscapes (**Paragraph 187**).

###### **Infrastructure & Housing Delivery Issues**

- NPPF requires strategic policies to make sufficient provision for infrastructure, transport, and community facilities (**Paragraph 20**).
- Authorities must identify deliverable sites for at least 5 years of housing supply (**Paragraph 78**).
- Concerns include:
  - **Insufficient infrastructure** — lack of transport links, schools, healthcare (**Paragraphs 20, 110**).
  - **Uncertain housing delivery** — proposal may not meet the NPPF definition of “deliverable” (**Annex 2**).

## **Environmental & Climate Change Impacts**

- NPPF emphasises the need to mitigate and adapt to climate change and protect biodiversity (**Paragraphs 162, 187, 192**).
- Risks include:
  - **Biodiversity loss** — harm to wildlife habitats (**Paragraph 193a**).
  - **Flood risk** — inadequate assessment of sequential and exception tests (**Paragraphs 174–178**).
  - **Insufficient climate mitigation** — development fails to reduce greenhouse gas emissions (**Paragraph 164**).

## **Conclusion**

- The proposal conflicts with NPPF policies relating to:
  - Sustainable development (Paragraphs 8, 11a)
  - Infrastructure provision (Paragraphs 20, 78, 110)
  - Biodiversity and environmental safeguarding (Paragraphs 162–193)

## **4.2 Local (Adopted) Basingstoke & Deane Policies – Key Areas of Conflict**

### **EM1 – Landscape**

- Requires development to protect local landscape character.
- Popham is an open chalk downland landscape with strong rural character.
- A large settlement would permanently alter the landscape's form and visibility.

### **EM4 – Biodiversity**

- Protects locally designated wildlife sites and priority habitats.
- Chalk grassland SINC is a designated biodiversity asset.
- Allocated development would destroy part or all of this SINC and risk the health of the River Test.

### **EM10 – Delivering High-Quality Development**

- Requires sensitive, locally responsive design.
- Scale and density of a Garden Village would conflict with rural context.

### **EM11 – Pollution**

- Requires safe management of land contamination.
- Popham Airfield requires an assessment of contamination risks.

### **4.3 Draft Local Plan (2024–2042) – Internal Acknowledgements of Constraints**

The council's own draft policy identifies major constraints at Popham:

#### **Chalk Grassland SINC**

- The plan explicitly acknowledges this will be **lost**.

#### **General Aviation Loss**

- The plan notes the significance of aviation employment and community usage, with no replacement strategy.

#### **Heritage**

- Presence of the Scheduled Monument requires careful consideration and protection of setting of this and Jane Austen's birthplace and her home whilst an active author.

#### **Landscape Sensitivity**

- The plan states landscape sensitivity is **high and variable**, requiring avoidance of prominent locations.

#### **Groundwater & Contamination**

- Hydrogeological sensitivity and proximity to the River Test is flagged.
- Airfield contamination risks must be assessed.

#### **Car Dependency**

- The plan relies on "Mobility Hubs" and future public transport but acknowledges limited current provision.

### **5. Material Risks for Plan Soundness (NPPF Tests)**

#### **A. Not justified**

- Lack of clear evidence that alternatives were assessed.
- Loss of aviation asset not fully evidenced.
- SINC destruction not justified under national policy.
- Understanding of impact on River Test entirely lacking.

#### **B. Not effective**

- Delivery of infrastructure at this scale is uncertain.
- Public transport improvements are theoretical.
- High dependency on strategic road improvements.

#### **C. Not consistent with national policy**

- Conflicts with NPPF policies on:
  - Heritage
  - Biodiversity
  - Landscape
  - Rural character
  - Sustainable travel
  - Efficient use of land

Any one of these could undermine soundness; together they create a strong argument.

## **6. Key Messages**

- **The site contains nationally and locally protected assets** (Scheduled Monument, SINC chalk grassland).
- **National policy requires protection of rural character, landscapes and heritage**, all of which are affected.
- **The Local Plan acknowledges multiple constraints**, including irreversible loss of biodiversity and the airfield.
- **General aviation is nationally recognised infrastructure** which government policy seeks to protect.
- **The proposed settlement creates long-term car dependency**, conflicting with national climate and transport policy.
- **Exceptional justification is required under national policy for harm to heritage and biodiversity**, and this has not been demonstrated.
- **The scale of development is incompatible with the rural character** of the Hampshire Downs.
- **Alternative approaches (brownfield-first, smaller-scale growth)** are more aligned with NPPF priorities.

## **Summary of Basingstoke and Deane Local Plan 2024 to 2042 Draft Spatial Strategy Regulation 18 Consultation November 2025 where relevant to Popham.**

### **1. Location and Spatial Context**

The Popham allocation is situated southwest of Basingstoke, positioned adjacent to the A303 strategic transport corridor. The landscape comprises a mix of chalk downland, arable fields, woodland belts and hedgerow networks. The southern portion includes the operational Popham Airfield, which occupies a significant tract of land. The wider rural area contains small settlements

including North Waltham, Steventon and Micheldever Station. The Local Plan requires that the new settlement maintains clear physical separation from these existing villages through landscape buffers and green infrastructure.

The landform varies across the site. Some areas are visually open and form part of broader chalk landscapes, while others are more enclosed by woodland. Views of the site are possible from local ridgelines and nearby public vantage points. The site's rural character forms a key part of its development constraints and should inform its masterplanning principles.

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## **2. Role of Popham in the Spatial Strategy**

Popham Garden Village is identified as one of the borough's primary long-term strategic development allocations. The Local Plan directs a substantial proportion of housing growth to this location, with the intention of forming a self-contained new settlement supported by its own schools, village centres, employment land and community infrastructure.

The allocation is expected to contribute around 1,800 homes during the plan period (2024–2042) and around 4,250 homes in total.

The strategy emphasises sustainable placemaking, infrastructure-led development and multi-functional green infrastructure.

This location is identified in part due to its access to the A303 and its potential to accommodate growth at scale without encroaching on more environmentally sensitive landscapes elsewhere in the borough.

Whether or not an understanding of this site contributing to the ground water of the River Test has been considered in the above statement is not clear.

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## **3. Extent of the Allocation**

The allocation encompasses agricultural land, woodland and chalk downland, along with the entirety of Popham Airfield.

In planning terms, there will probably be an argument being made that this is a "brownfield" site, as it is not agricultural land with planning solely for agricultural use.

Anyone who has seen Popham Airfield will know that to say it is not greenfield is a misrepresentation.

The boundary is defined to create a new self-contained Garden Village with two village centres, residential areas, employment land, education sites and extensive green corridors.

The airfield land forms a significant "development zone" within the southern portion of the allocation.

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## **4. Land Use Distribution**

The Local Plan sets out a distribution of uses across the allocation:

- Residential neighbourhoods distributed throughout the site
- Two village centres providing retail, community and healthcare uses
- A secondary school located centrally for accessibility
- Several primary schools positioned within walkable catchments
- Employment land in the southern area, benefiting from proximity to the A303
- Green infrastructure corridors running across the site
- Woodland retention areas and hedgerow networks
- Open space buffers forming separation from nearby villages

The structure of the settlement is said to respond to landscape patterns, ecological sensitivities and heritage considerations.

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## 5. Housing Numbers and Typologies

The allocation would deliver:

- **1,800 dwellings within the plan period**
- **Approximately 4,250 dwellings in total**

Housing delivery would be phased to align with infrastructure provision.

The settlement must include a variety of house types and tenures, including:

- Affordable housing
- Market housing
- Custom and self-build plots
- Older persons' accommodation
- Specialist housing

Density would vary, with higher density areas focused around village centres and public transport corridors.

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## 6. Employment Land

Employment land is planned close to the A303 to support business activities and offer local job opportunities. The Local Plan expects this land to accommodate a range of employment uses to reduce commuting and support the economic sustainability of the settlement.

This employment area replaces part of the existing airfield land.

In practice, the amount of employment generated by the proposed scale of employment land Vs housing and the nature of the uses (distribution, delivery fulfilment, storage, logistics etc) would be minimal.

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## **7. Village Centres**

Two village centres will form community focal points. Each centre is expected to include:

- Retail units
- Health facilities
- Community spaces
- Cultural and leisure facilities
- Public squares and high-quality public realm

The centres are designed to support a walkable settlement structure and reduce the need to travel to Basingstoke for daily needs, but guaranteeing that is impossible.

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## **8. Education Provision**

The Local Plan requires:

- One secondary school
- Multiple primary schools
- Early years facilities

These must be located:

- within walking distance of residential areas
- connected by safe and direct walking and cycling routes
- integrated with green infrastructure

Education sites form important anchors within the settlement layout.

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## **9. Green Infrastructure and Open Space**

A major component of the Garden Village is the green infrastructure network that must:

- Integrate existing woodland and hedgerows
- Provide new open spaces, including parks and natural areas
- Deliver ecological corridors to support biodiversity
- Include play areas, sports facilities and allotments

- Form buffers separating Popham from surrounding villages

The loss of chalk grassland requires compensatory habitat creation within this network.

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## **10. Landscape Considerations**

The Local Plan emphasises that the landscape has varying sensitivity. Requirements include:

- A Landscape and Visual Impact Assessment
- Retention of woodland and hedgerow structures
- Avoidance of visually prominent ridgelines
- Careful placement of built form to reflect landform
- Protection of wider landscape character
- Buffers to prevent visual coalescence with North Waltham, Steventon and Micheldever Station

A landscape-led approach informs the spatial layout of the settlement.

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## **11. Ecology and Biodiversity**

Key ecological considerations include:

### **11.1 Chalk Grassland (SINC)**

The southern part of the site includes **Cocksford Down chalk grassland**, a Site of Importance for Nature Conservation (SINC). The Plan states this habitat will be:

- “partially or entirely lost”

### **11.2 Protected Species**

Species associated with woodland and chalk downland may be present, including:

- Bats
- Dormice
- Reptiles

The Plan requires further surveys and mitigation measures.

### **11.3 Ecological Corridors**

The settlement must incorporate:

- Multi-functional ecological corridors
- Hedgerow links
- Habitat creation areas

- Integrated green infrastructure

These measures address both habitat fragmentation and biodiversity net gain.

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## 12. Heritage Constraints

The primary heritage asset affecting the allocation is:

- **Popham Beacons Round Barrow – a Scheduled Monument**, located to the southwest

Requirements include:

- Assessment of impacts on its setting
- Sensitive design and layout to protect views
- Landscape buffers

The site also has archaeological potential requiring further investigation.

### JANE AUSTEN

In addition, the proximity of the location to Steven village, where Jane Austen was born and was an active author, should be taken into consideration. Significantly modernising the approach to Steventon with mass development that is out of character with the landscape of Austen's time is to forever lose a sense of the place she lived in.

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## 13. Groundwater and Water Management

The site includes sensitive groundwater conditions. Requirements include:

- A detailed Hydrogeological Risk Assessment
- Sustainable drainage systems (SuDS)
- Water efficiency measures
- Protection of water quality

Particular attention must be given to the potential for infiltration-based drainage.

### RIVER TEST

A detailed **compensation strategy** is required, including delivering bio diversity net gain.

A very detailed understanding of the impact of any development in this location on the River Test is also a fundamental requirement. The location of the proposed site and the local topography means that open field water attenuation for Test ground water is a key concern, along with issues of pollutants in run off from developed land.

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## 14. Contamination

The Local Plan states:

- Development must assess “contamination risks from the airfield”

This refers to historic aviation uses that may have introduced hydrocarbons or other contaminants into soils and underlying strata.

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## 15. Transport Strategy

Transport requirements include:

- Demonstration that development will not result in a **severe residual impact** on the road network, including the A303, which is impossible to say will be avoided with certainty
- Access strategies that prioritise sustainable transport
- Integration of walking and cycling networks
- Direct active travel links to schools, village centres and employment land

Movement design must reduce reliance on private car trips.

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## 16. Access and Highways

Access is expected to be derived from the A303 and surrounding connector roads. Highway improvements may be required.

Transport assessments must demonstrate:

- Adequate junction capacity
  - Safe and legible access points
  - Mitigated traffic impacts
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## 17. Movement Strategy

Movement principles include:

- A walkable neighbourhood structure
- Internal cycle routes
- Pedestrian-friendly streets
- Permeable urban form
- Mobility Hubs to support shared transport
- Encouraged public transport links to Micheldever Station and Basingstoke

The layout must integrate movement corridors with green infrastructure.

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### **18. Design and Placemaking Requirements**

The Local Plan requires design to:

- Reflect rural Hampshire character
- Maintain village scale architecture
- Use high quality materials
- Create distinct character areas
- Integrate landscape and built form
- Provide legible street hierarchies

Public realm should promote safety, accessibility and social interaction.

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### **19. Masterplanning Requirements**

A comprehensive Masterplan must:

- Set out the settlement structure
- Identify all land uses
- Establish neighbourhood frameworks
- Define green infrastructure corridors
- Address movement networks
- Consider phasing and infrastructure delivery

The Masterplan must be adopted as a Supplementary Planning Document following consultation.

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### **20. Strategic Design Code**

A Strategic Design Code will:

- Ensure consistency across multiple developers
- Define architectural principles
- Set rules for streets, open spaces and public realm
- Guide materials, massing and character

The Design Code must be approved before major development proceeds.

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## **21. Infrastructure Requirements**

The allocation must deliver:

- Schools
- Healthcare provision
- Community buildings
- Local retail and services
- Utilities upgrades
- Green infrastructure
- Sustainable drainage
- Public transport improvements

Infrastructure must be phased to align with housing delivery.

A303 road noise is not sufficiently explored as a topic in the consideration of this location for housing; very sophisticated and full length of site earth berms and acoustic fencing would need to be installed along the full length of the site where it meets the A303, along with planting of shrubs and trees to deaden road noise. It would need to be carefully designed, so as to ensure that no A303 road noise is deflected on to Steventon.

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## **22. Infrastructure Phasing**

Phasing must ensure:

- Early delivery of essential infrastructure
- Secondary school provision aligns with early phases
- Local centres open in time to serve first residents
- Green infrastructure is delivered alongside development

Phasing is critical to ensuring the settlement functions effectively from its early stages onwards.

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## **23. Settlement Identity and Separation**

The Local Plan requires the settlement to maintain:

- A distinct identity separate from Basingstoke
- Clear landscape buffers
- No coalescence with North Waltham, Steventon or Micheldever Station

Design and landscape strategies support this objective.

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## **24. Relationship with Neighbouring Villages**

The settlement must ensure:

- Woodland and green space buffers to villages
- No merging of built form
- Respect for rural character
- Careful consideration of views and landscape transitions

Neighbouring communities must not be adversely affected by visual or physical encroachment and light and noise pollution must also be very seriously and carefully considered. A303 noise mitigation must not increase road noise for Steventon, by virtue of deflecting road noise over berms.

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## **25. Summary of Key Obligations**

The Popham allocation requires delivery of:

- 4,250 homes in total
- 1,800 homes within the plan period
- Two village centres
- A secondary school and multiple primary schools
- Employment land in the southern area
- Extensive green infrastructure
- Replacement habitat for chalk grassland
- Landscape-led design
- Heritage protection measures
- Sustainable transport infrastructure
- Risk assessments for groundwater and contamination
- A comprehensive Masterplan
- A Strategic Design Code
- A full suite of community facilities and utilities improvements

The development replaces Popham Airfield and transforms the area into a major new Garden Village settlement.

**Specific references to Popham - *with key issues set out* - in the Draft Spatial Strategy Consultation document**

### **1. References to Loss of Popham Airfield**

*“The development of the Garden Village will result in the loss of Popham Airfield which currently occupies the southern part of the site.”*

**Page 109**

*“Supporting text has been introduced to recognise the loss of the Airfield in the southern part of the site.”*

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**2. Role and Function of the Existing Airfield**

**Page 109**

*“The contributions made by the Airfield to the national network of general aviation airfields, to aviation-related employment and to community and leisure events are being considered further.”*

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**3. Housing Numbers and Strategic Scale**

**Page 109**

*“Approximately 1,800 homes will be delivered within the plan period (approximately 4,250 homes in total).”*

**Page 108**

*“Popham Garden Village will be a sustainable new community, strongly informed by its rural Hampshire location...”*

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**4. Chalk Grassland, Ecological Sensitivity and SINC Designation**

**Page 113**

*“Ecological assets include... chalk grassland in the southern part of the site.”*

**Page 114**

*“Cocksford Down chalk grassland SINC in the southern part of the site will be partially or entirely lost so a suitable compensation strategy will be needed.”*

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**5. Heritage – Popham Beacons Scheduled Monument**

**Page 114**

*“Close to the south western boundary of the site is the Popham Beacons Round Barrow, which is designated as a Scheduled Monument.”*

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**6. Groundwater and Contamination — Airfield-Related**

**Page 111**

*“This should include assessment of contamination risks from the airfield.”*

This line appears under the hydrogeological risk assessment section, directly linking required groundwater investigations with historic aviation uses.

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## **7. Landscape and Visual Sensitivity (Popham-Specific Extracts)**

### **Page 113**

*“Landscape sensitivity varies across the site.”*

### **Page 113**

*“Development will need to be informed by a Landscape and Visual Impact Assessment.”*

These apply directly to Popham because the Garden Village site = the Popham allocation.

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## **8. Transport and Movement Requirements**

### **Page 115**

*“The proposal will need to demonstrate that it will not have a severe residual impact on the local or strategic road network including the A303.”*

### **Page 115**

*“The development should reduce reliance on the private car and maximise opportunities for walking, cycling and public transport.”*

### **Page 115**

*“Mobility Hubs will need to be provided to support sustainable travel choices.”*

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## **9. Green Infrastructure and Settlement Identity**

These apply directly to Popham because the policy explicitly governs the Popham Garden Village allocation.

### **Page 113**

*“The development should incorporate substantial green infrastructure including woodland, open space, hedgerows and green corridors.”*

### **Page 113**

*“Green infrastructure should help to maintain separation from surrounding settlements.”*

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## **10. Education Requirements (Popham allocation)**

### **Page 112**

*“A new secondary school will be required.”*

**Page 112**

*“Primary schools will be required to serve the new settlement.”*

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**11. Employment Land (Southern Part of Site)**

**Page 112**

*“An employment area offering a range of business opportunities will play a key role in supporting economic activity...”*

This area replaces part of Popham Airfield.

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**12. Masterplanning and Design Requirements**

**Page 108**

*“It is proposed that a Masterplan and Strategic Design Code will be prepared.”*

**Page 108**

*“These documents will be adopted as supplementary planning documents.”*

**Page 108**

*“They will be subject to public consultation.”*

**Page 109**

*“The Masterplan will set out the overall spatial framework for the Garden Village.”*

**Page 109**

*“The Design Code will provide design rules and guidance to ensure consistency and high-quality design.”*

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**13. Water Management and Drainage**

**Page 111**

*“Development proposals should include sustainable drainage systems and measures to protect water quality.”*

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**14. Relationship with Surrounding Villages**

**Page 113**

*“Development should maintain separation from surrounding rural settlements including North Waltham and Steventon.”*

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## **15. Additional Spatial and Design Principles**

**Page 108**

*“The Garden Village will be designed to reflect its rural Hampshire setting.”*

**Page 108**

*“The layout will be informed by landscape and natural features.”*