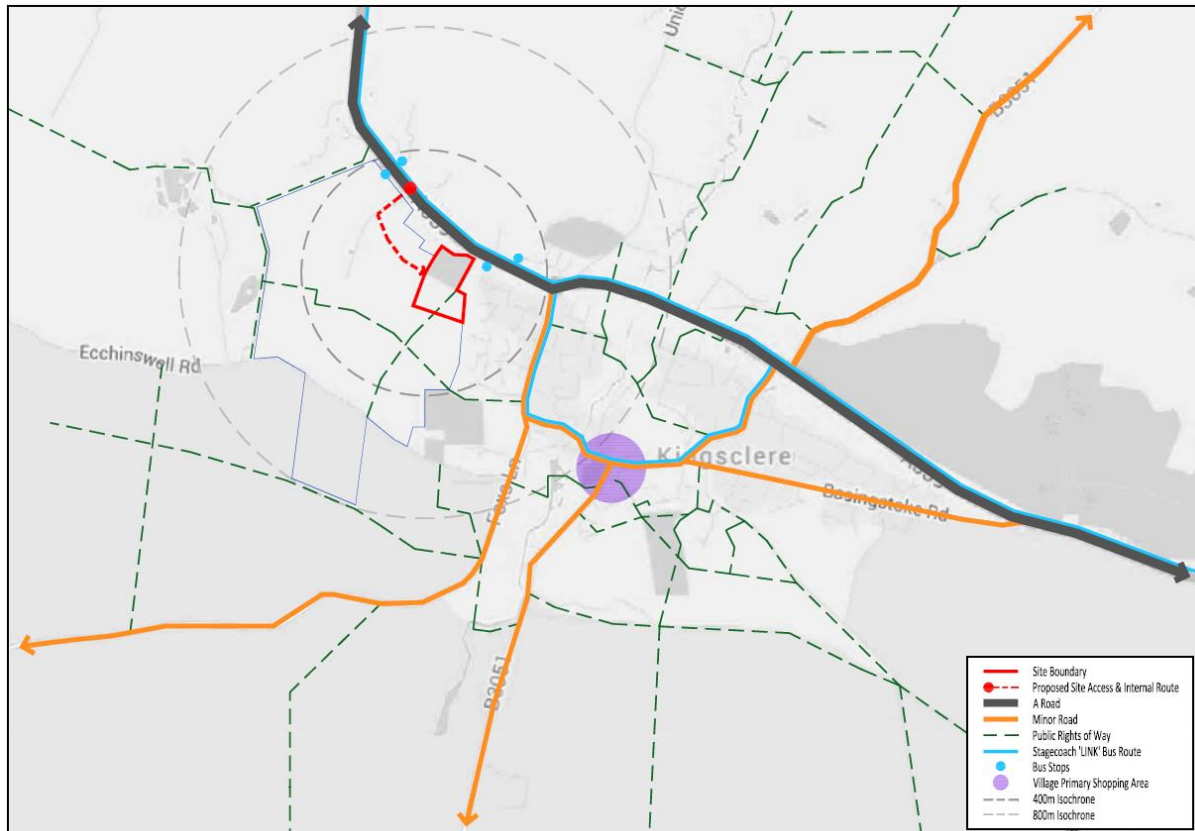


## Traffic & Movement

The site is strategically located for access to the local and wider highway network. The site lies approximately 14km to the north of Junction 6 of the M3, which provides access to the east and west of country. The existing highway network is shown below for information.

**Figure 1: Highway Network (N.T.S.)**



Given the location of the site and existing urban areas in close proximity to Kingsclere, it is expected that the majority of residents would travel to / from Newbury and Basingstoke, especially for work purposes. Development traffic would therefore route via the A339 Newbury Road, avoiding the centre of Kingsclere village. Approximately 50 dwellings could be delivered on the site and given the relatively small scale of development, it is unlikely that associated development traffic would impact on the operation of the local highway network.

Access to the site would be taken from the A339 Newbury Road by way of upgrading the existing Flat Porch Farm access. Agreement would be sought with the relevant highway authority regarding the access design including details such as necessary visibility splays etc. Access would be delivered within the site frontage and / or highway extent. The A339 Newbury Road, in the vicinity of the Flat Porch Farm is a rural distributor road that provides access between Basingstoke to the south, and Newbury to the north.

Regarding sustainable modes of transport, Stage Coach 'the Link' bus service operates on the A339 Newbury Road passing in the vicinity of the proposed site. This service links Kingsclere with Newbury and Basingstoke with services commencing between 06:28 and finishing at 20:02. The service operates between Monday and Saturday and existing bus stops are located on the A339 Newbury Road in close proximity to the proposed development.

An illustrative masterplan has been prepared, shown in Figure 2. This demonstrates possible links also with existing Public Rights of Way in the local area, as well as the opportunity to provide connections to existing footpath infrastructure which would connect the site with Kingsclere.

**Figure 2: Kingsclere Illustrative Masterplan**



When considered against national planning policy, the impact of development is not likely to be severe. The location of the site is also considered to be sustainable with alternative modes of transport accessible from the site. The proposals are considered therefore to accord with policies set out in the National Planning Policy Framework.

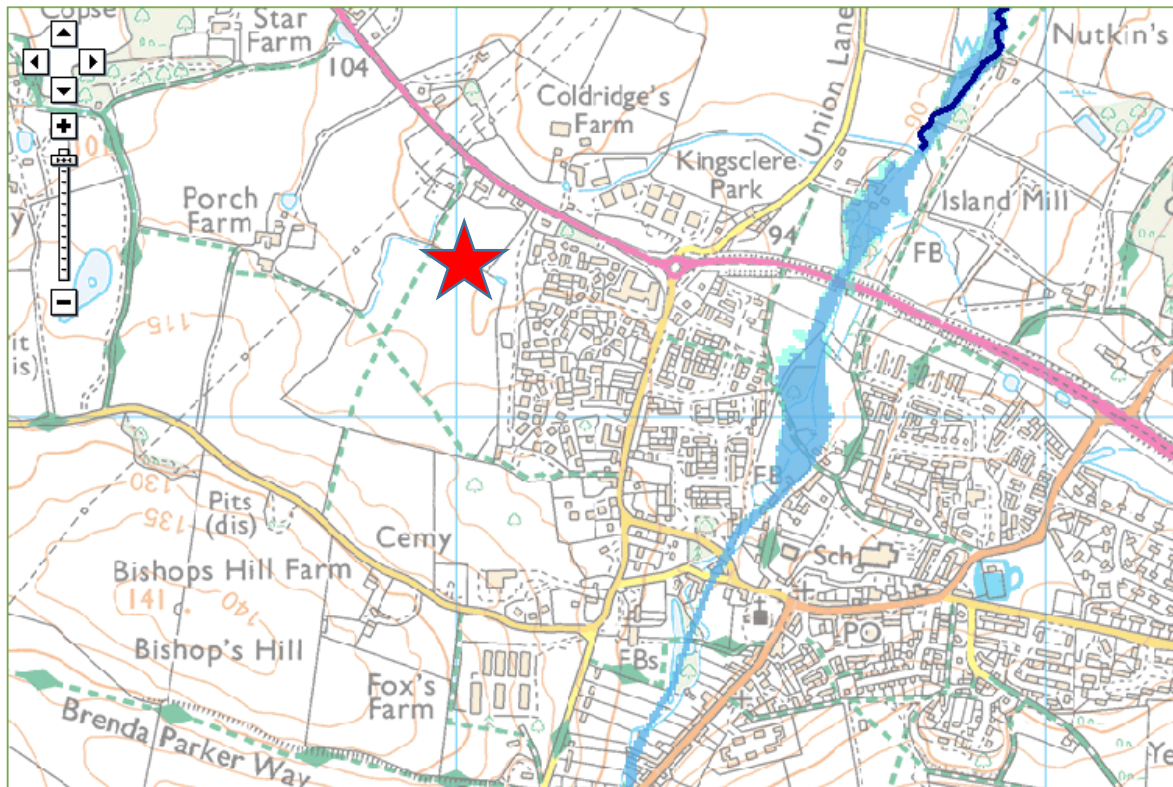
### Flood Risk

Based on the Environment Agency websites flood risk map, see Figure 3, the Site lies within Flood Zone 1 which is classed as having a low probability of flooding (less than 1 in 1000 annual probability of river or sea flooding in any year). There is no main river located near the site, with Kingsclere Brook being the closest ordinary watercourse, located approx. 1km to the east of the site in the centre of Kingsclere village.

**Figure 3: Environment Agency Flood Risk map**

Kingsclere, Hampshire at scale 1:10,000

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The National Planning Policy Framework gives guidance on the aim of the Sequential Test, which states *“Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding”*.

The Site falls within Flood Risk Zone 1, and therefore a Sequential test is deemed not required. As part of any future planning application however, a Flood Risk and Drainage Strategy would be prepared and agreed with the Environment Agency and local drainage board.