

Appendix 2

Draft Proposed Allocation Policies

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Policy SPS2: Neighbourhood Renewal

Summary of changes made since the Regulation 18 2024 Consultation:

- The policy has been strengthened to outline more fully what relevant proposals will need to deliver, including a demonstrable benefit to the local community
- The amount of new homes to be delivered has been increased from 200 to 1,000, over the plan period.
- A number of specific issues such as heritage impact, have been added to the supporting text to reflect comments made during the previous Regulation 18 consultation.

Policy SPS2: Neighbourhood Renewal

Neighbourhood renewal will be supported where it results in a demonstrable benefit to the local community, including through the provision of highly sustainable new homes (either through refurbishment or redevelopment); an improved historic environment and/or public realm; a protected and enhanced natural environment including enhanced green and blue infrastructure with open space, play provision; habitat connectivity and trees; improved connectivity for active travel; and enhanced infrastructure and facilities to meet identified local needs.

The initial priority areas of Buckskin and South Ham (see Policy SPS2a), Popley, Norden and Winklebury are shown on the policies map. Other suitable neighbourhood renewal proposals will also be supported. A minimum of 1,000 net additional new homes will be provided through neighbourhood renewal opportunities over the plan period.

The preparation of proposals will require full involvement, engagement and consultation with the affected local communities. Masterplans and design codes must be prepared for large scale proposals, demonstrating that they will positively contribute to the places in which they are located and complement any comprehensive wider development of the area. Masterplans and design codes will ensure that high quality architectural and urban design will be achieved and will be adopted as a Supplementary Planning Document prior to any relevant development proposals being determined.

- 2.1 The areas of Buckskin, South Ham, Popley, Norden and Winklebury have been identified as initial priority areas where there are opportunities for neighbourhood renewal, with Buckskin and South Ham being specifically designated under Policy SPS2a given the nature of the neighbourhood renewal proposed. The identification of these neighbourhoods does not preclude other opportunities in other areas being brought forward.
- 2.2 Previous renewal schemes have involved a variety of stakeholders including local registered providers, the borough council and the local community. New renewal schemes will similarly require close working with all those involved in the regeneration process. It is important that stakeholder consultation

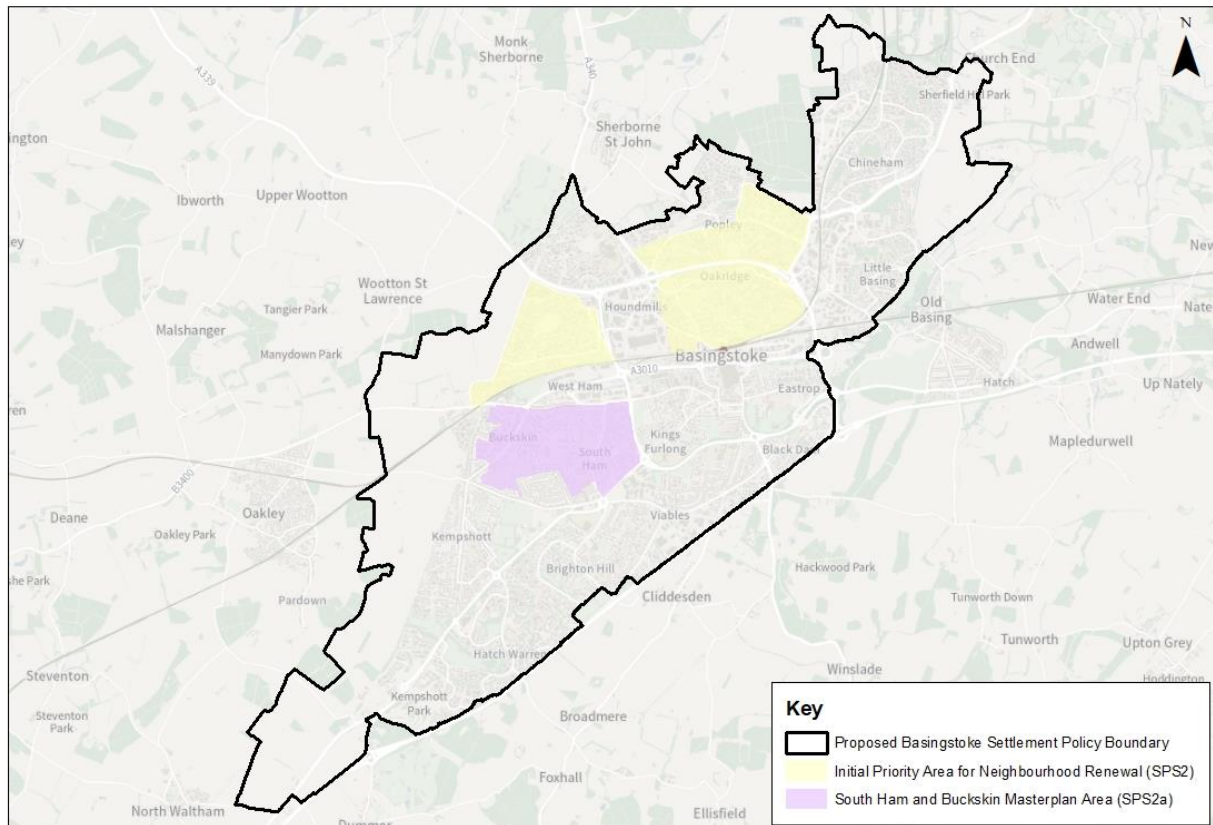
opportunities are built into relevant scheme programmes, thereby ensuring the community is fully engaged and able to input into a project from an early stage.

- 2.3 Masterplans and design codes must be prepared for larger scale proposals which would result in a significant change to a neighbourhood. Smaller schemes, for example of less than 20 new homes, are unlikely to require masterplans and design codes. However, where a number of smaller schemes in a neighbourhood will, in combination, result in a significant change, masterplans and codes will be required to ensure a comprehensive approach is taken. Where masterplans or design codes are required, they must be developed in collaboration with stakeholders and also with the full involvement of the local communities affected. The involvement of the local community should be in line with the principles set out in the council's Statement of Community Involvement. They must also ensure that high quality architectural and urban design is achieved, and that redevelopment is well related to its surroundings. All new developments in these neighbourhoods should positively contribute to the places in which they are located. Development proposals must complement any comprehensive wider regeneration of the area.
- 2.4 Schemes must result in improvements to residents' overall quality of life and foster active and healthy lifestyles, with opportunities taken to enhance the local, natural and historic environment and provide new/enhanced local infrastructure and facilities such as green infrastructure, community and health facilities and public transport connections. Neighbourhood renewal offers the opportunity to address structural issues affecting some of the estates from the 1960s and 1970s which arose from the designs and layouts which were prevalent at the time. Any new homes proposed (either refurbished or built new) will be highly sustainable and will reduce energy use and whole life carbon emissions, help to address fuel poverty, and support the council's climate and ecological emergency declarations.
- 2.5 Proposals will need to consider any impacts on heritage assets. The council's Heritage Supplementary Planning Documents¹ provides additional guidance on scheduled monuments and other heritage assets.
- 2.6 Proposals will also need to demonstrate that they protect and enhance the natural environment, through the provision of a green and blue infrastructure plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity. It should ensure that habitats are connected, have appropriate buffers and, where appropriate, link to those beyond the site and ensure that open space and play provision meets adopted council standards and is accessible and usable.

¹ [Heritage Supplement Planning Document \(SPD\)- March 2019](#)

2.7 Through a mix of redevelopment, refurbishment and improvements to the public realm, local infrastructure, and natural and historic environment, neighbourhood renewal can help create significant enhancements to the borough’s housing stock, the local environment and range of available facilities.

Figure 2.1: Potential Neighbourhood Renewal Areas (indicative map showing broader neighbourhoods, not areas specifically identified for renewal)



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Implementation and Monitoring

The policy will be implemented through:

- Partnership working with local communities and relevant registered providers to bring forward proposals and inputting into strategy documents and masterplans for the delivery of relevant sites, and
- The determination of planning applications.

The policy will be monitored by:

- The annual monitoring of housing completions for relevant types of development
- The extent to which relevant schemes meet the objectives of the policy.

Policy SPS5.9 Upper Swallick

Summary of changes made since the Regulation 18 2024 Consultation:

- This is a new site allocation policy.

Vision:

The vision for Upper Swallick Garden Village is of a sustainable new community with a strong and clearly defined village character. It is important that the new Garden Village maximises the opportunities presented by its attractive rural setting in a sensitive and positive manner. It will need to be a place with high quality characterful architecture which will create a high quality environment for residents.

It must be a biodiverse and high-quality place that protects the landscape, provides ecological enhancement and green corridors that link new and existing features and creates clear links with the surrounding countryside.

To ensure the development fulfils its potential, the Garden Village must include high quality facilities and services for existing and future residents providing a sustainable and healthy environment in which to live, work and play.

It is essential that the Garden Village is a well-connected place with high quality transport infrastructure supporting links to Basingstoke Town Centre (including Basingstoke Rail and Bus Stations), supported by public transport and active travel corridors. It will need to be a place which is highly walkable, with convenient access to local facilities and services within the development to meet the majority of people's day to day needs.

5.9 The Vision has been used to inform the policy approach for Upper Swallick Garden Village.

Policy SPS5.9: Upper Swallick Garden Village

The site, as shown on the Policies Map, is allocated for a well-designed and sustainable development that will:

Amount and Type of Development

- a) Make provision for:
 - i) Approximately 1,200 homes within the plan period (approximately 2,500 homes in total);
 - ii) Specialist accommodation for older persons;
 - iii) 5% as serviced plots for custom and self-build homes;
 - iv) Education facilities;
 - v) A mixed use village centre providing a range of retail, leisure, cultural, community, health and service facilities;

- i. Permanent Gypsy and Traveller pitches, proportionate to the size of the site when considered in relation to the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment;

Development Principles

Masterplanning

- b) Be in accordance with the principles set out in:
 - i. The Concept Plan;
 - ii. The Masterplan included in Appendix XX (to be produced prior to the Regulation 19 edition of the Local Plan). This Masterplan will include a Vision for a Garden Village with its own identity and character, strongly informed by its rural Hampshire location;
 - iii. A Strategic Design Code which will be adopted as a Supplementary Planning Document prior to the grant of a full planning permission or the first reserved matters within a phase;

Design and Landscape

- c) The siting, density, scale, layout, character and hard and soft landscaping of the development must respond positively to and take opportunities to enhance: the landscape qualities of the site and wider area; the context of the neighbouring built environment; and the local distinctiveness of the area. The siting and scale of development should pay particular regard to the topography of the site. The design and layout of the development on its outward facing edges will enable a suitable transition to the adjacent countryside;
- d) Ensure the setting to the nearby Hackwood Park, Registered Park and Garden is protected;
- e) Retain the physical and visual sense of separation between the development and existing villages including Cliddesden and Ellisfield, and retain their separate and historic identity;

Biodiversity

- f) Protect and enhance the ecological network by ensuring adverse impacts on key species and habitats are avoided, adequately mitigated, or compensated as a last resort, avoiding the loss or deterioration of irreplaceable habitat, and securing the creation and management of green open spaces and linkages that provide high levels of habitat connectivity within the site and to the wider green infrastructure network;
- g) Achieve a minimum 10% biodiversity net gain with onsite and offsite habitat enhancements secured as appropriate under an Overall Biodiversity Gain Plan;

Heritage

- h) Seek to preserve or enhance the significance, setting, character and appearance of the Cliddesden Conservation Area, and to preserve the significance of nearby listed buildings including St Andrew's and St Mary's Churches, taking due account of the contribution made to their setting.

Opportunities should be taken to better reveal the significance of heritage assets in the vicinity of the sites, safeguarding import vistas and views;

- i) Protect the setting to the nearby Hackwood Park, Registered Park and Garden;
- j) Ensure that the layout responds positively to archaeological assets and successfully mitigates any impacts, via analysis by specialist consultants;

Flooding and Pollution

- k) Ensure that appropriate flood risk management measures are provided including sustainable drainage systems (SuDS);
- l) Ensure that noise impacts arising from traffic on the A339 and M3 are successfully mitigated through suitable measures;

Infrastructure

- m) Provide an Infrastructure Delivery Strategy with each full or outline planning application to demonstrate that infrastructure requirements across the Local Plan Period have been comprehensively planned and phased. The Infrastructure Delivery Strategy should also have regard to the infrastructure requirements of the site in its totality;

Energy

- n) Incorporate renewable and low carbon energy technologies;

Social and Community facilities

- o) Make on-site provision for two 2-forms of entry primary schools and early years childcare facilities;
- p) Make on-site provision for a community centre which will meet the needs of the new development, informed by the requirements set out in the council's Leisure and Recreational Needs Assessment;
- q) Make on-site provision for sports pitches which will meet the needs of the new development as required by the council's Infrastructure Delivery Plan;

Green Infrastructure

- r) Make on-site provision for suitable amounts of open/green space including allotments in accordance with the council's Green Space Standards, in a manner which is well related to the overall layout and character of the development, and how it relates to its surroundings. This provision needs to incorporate an effective green infrastructure network within the development (utilising appropriate planting in order to support their biodiversity and landscape function), and which connects with the surrounding countryside, habitats and Public Rights of Way. The delivery of green space and play will need to be provided alongside development parcels in order that there are facilities for residents to use by the time housing is occupied. Development should include new tree planting that contributes to visual amenity, biodiversity, climate resilience and local character;

Transport

- s) Be subject to the submission of a detailed Transport Assessment and supporting Travel Plan that seeks to:

- i. Provide safe, suitable and convenient access for all users, including a new all-purpose access from the A339 and from the B3046, together with a new all-purpose spine road (with parallel segregated active travel facilities) between the A339/B3046/Woods Lane and through the M3 motorway underpass, with associated traffic management measures to deter the development traffic from passing to/through Cliddesden. Including modal filters to prevent vehicular access through the development via Hackwood Lane and Northgate Lane as appropriate;
- ii. Ensure access to a genuine choice of transport modes;
- iii. Provide new developer supported attractive, rapid and frequent public transport services to access higher order services and facilities, including to/from Basingstoke town centre (including Basingstoke Railway and Bus Stations) and Brighton Hill District Centre, which will be available to serve the residents and users of the first phase of the development and subsequent phases thereafter. Supported by high quality public transport infrastructure including accessible and convenient waiting and boarding facilities (including Mobility Hubs which are sensitive to their setting);
- iv. Demonstrate that safe, suitable and convenient access to local facilities and services, can be achieved via active travel and/or public transport services;
- v. Provide appropriate parking and servicing provisions as well as measures to minimise the need to travel and the transport impacts arising from the development;
- vi. Ensure that the development will not have a severe adverse impact on the strategic and local highway network including the A339, B3046, Brighton Way, Hatch Warren Way and Cliddesden corridors as well as the surrounding country lanes (Church Lane, Station Road, Hackwood Lane, Northgate Lane, Garlic Lane, Farleigh Lane and Woods Lane) and the connecting routes nor have unacceptable impact on highway safety, with the inclusion of suitable measures to mitigate the impact;

Utilities

- t) Provide or contribute towards suitable infrastructure for sewerage (on and off-site), foul water and other utilities.

5.9.1 The site, which would be developed as a Garden Village, will make provision for approximately 1,200 homes over the plan period, to be provided via a range of dwelling types. The site has an overall capacity of approximately 2,500 homes in total, A village centre is to be provided, with a sufficient range of facilities and services to ensure that the community's day to day needs can be met.

5.9.2 The scale and complexity of planning the future of the site requires that a Masterplan and Strategic Design Code are produced to ensure a coordinated approach to development. This will ensure that the site and its individual phases are developed comprehensively and delivered to a consistently high standard. It is essential that the Garden Village has its own identity and

character which is strongly informed by its rural location within the Hampshire countryside.

- 5.9.3 In advance of the Regulation 19 consultation on the Local Plan, the council will work with the site promoter to produce a Masterplan for the site informed by the site promoter's emerging Sustainable Transport Strategy and including a site wide Framework Plan, Parameter Plans, Overarching Principles Document, Phasing Strategy and details of the infrastructure required (including on and off site transport improvements), including its timing, funding and the responsibilities for its delivery. This document will be adopted as an appendix to the Local Plan and will provide a more detailed framework to guide future planning applications. The Masterplan will be supported by a Strategic Design Code to ensure that the development of individual phases is planned in a comprehensive manner. The Strategic Design Code will be produced either by the Local Planning Authority (LPA), or the developer in agreement with the LPA, and adopted as a Supplementary Planning Document prior to the submission of the first full or reserved matters planning application within that phase. The documents will be subject to local consultation and engagement, involving the neighbouring communities.

Transport

- 5.9.4 The proposal needs to ensure safe, suitable and convenient access for all users, and that the transport impacts can be effectively mitigated in agreement with the highway and transport authorities. As part of this process, it will be important to demonstrate that the proposal will not have a severe residual impact nor have an unacceptable impact on highway safety in relation to the operation of the strategic and the local highway networks (including the A339, access to Woods Lane and Cliddesden village).
- 5.9.5 The proposal also needs to demonstrate suitable transport accessibility and connectivity, including limiting the need to travel and offering a genuine choice of transport modes. The proposal as a whole must prioritise and maximise active travel and public transport use, including safe, suitable and convenient access for all users to Basingstoke town centre (including Basingstoke Railway and Bus Stations). In addition, the development will need to be accessible via high quality and frequent public transport options including Mobility Hubs and other accessible and convenient boarding and waiting facilities. The Mobility Hubs need to provide high quality and accessible facilities, including access to public transport services and associated facilities (e.g. car club parking, EV charging facilities for visitors, secure cycle parking, delivery lockers, etc.) to provide focal points for public and shared transport, and access to attractive public transport services for travel within and beyond the site. The hubs should be sensitive to their setting in terms of design and layout and incorporate green features to minimise hard standing.

5.9.6 Ensuring the achievement of 10% biodiversity net gain on site is a key requirement. This will need to be achieved in a manner which reflects the mitigation hierarchy (avoid, minimise, remediate, compensate). The main ecological constraint pertaining to the site is the ancient woodland within close proximity to the site and consideration of these features should include the indirect impacts. Protected species are also known to be located on or around the site, such as farmland birds (including ground nesting skylark), badgers and bats and there is the potential for reptiles on the site. Considerations of the impacts of these species must be addressed in detail as part of the ecological surveys with suitable mitigation and enhancement measures as necessary.

Landscape-led design

5.9.7 Any future application will need to be supported by a Landscape and Visual Impact Appraisal. This will need to consider the landscape issues associated with the site in more detail, as per the relevant institute guidelines, and the design and layout will need to respond to its findings. In particular it will be important to consider the topography of the site and how that impacts on the design, layout and scale of development, and how the development would appear in longer views, particularly from the Cliddesden Conservation Area and Hackwood Park. It will be important to ensure that the design and layout of the development responds appropriately to the landscape constraints. Examples of this include the need to screen development on the eastern boundary with the A339 to protect the setting of Hackwood Park, avoid development on the higher parts of the site and also ensure that housing on the edges of the site provides a suitable transition to the countryside beyond such as by being of a lower density and scale and incorporating suitable levels of planting (including trees and hedging).

Heritage

5.9.8 The proposed site abuts the southwestern portion of the setting of the Registered Park and Garden of Hackwood Park. The erosion to the rural setting of the Registered Park and Garden would seek to harm the significance and therefore careful mitigation is required. In this regard it is likely that a roadside barrier running the eastern edge of the site and a significant buffer between the road and the edge of the built form would be required. Adequate space should be provided between the edge of Hackwood Park and the eastern edge of the residential parcels to allow a sense of openness to remain, respecting the character of the setting of Hackwood Park. The edge of the built form should be of a suitably low density to provide a soft edge that transitions between the open landscape and the built form, assimilating the garden village into the landscape. Adequate space for a structural vegetation buffer should be included, with as much mature tree planting as is practical in order to avoid the erosion of the setting of Hackwood

Park, reduce the visual impact of the road on the development and provide a verdant character to the edge of the development, reflective of the garden village ethos for the site.

Green and Blue Infrastructure

- 5.9.9 Proposals will need to demonstrate that they protect and enhance the natural environment, through the provision of a Green and Blue Infrastructure Plan. This should include, but not be limited to, the protection and enhancement of habitats, provision of play and open spaces, protection of trees and woodland, and a designed landscape that results in high quality visual amenity.

Biodiversity

- 5.9.10 Opportunities to enhance existing habitats will need to be taken and the masterplan will identify opportunities to improve habitat connectivity within and beyond the site on a landscape scale, including through the creation of north-south and east-west ecological corridors, taking into account the opportunities identified by the Local Nature Recovery Strategy (LNRS). It will be necessary for the development to achieve a minimum 10% measurable biodiversity net gain with habitat creation and enhancements prioritised on site, in line with the biodiversity gain hierarchy.

Infrastructure

- 5.9.11 The mixed-use village centres will provide a mix of uses to meet local needs and foster healthy and sustainable lifestyles and will be well connected by active travel. The development will include on-site infrastructure to support and develop the new community including schools, community facilities, healthcare uses, sports and leisure facilities, and green uses commensurate with the number of homes in the development and as set out in the council's Infrastructure Delivery Plan.
- 5.9.12 The development will include affordable housing, older persons' accommodation, plots for custom and self-build housing, and gypsy and traveller pitches to create a diverse and sustainable new community. It is expected that older persons' accommodation will be provided in or near the local neighbourhood centre where there is the best access to facilities and services. The plots for custom and self-build housing should be brought forward in groups to create distinct custom and self-build areas. The provision of Gypsy and Traveller's pitches will be required and will be based on the overall need for pitches as set out in the latest version of the Gypsy and Traveller Accommodation Assessment.

5.9.13 The schools will need to be integrated in a manner which ensures that it will not result in unacceptable highways impacts (for example owing to vehicles stopping on main routes at drop off and pick up times) The streets around schools will be designed such that walking and cycling will be the first choice for travel to school. The full details of the mechanisms for delivering the new school will need to be agreed with HCC Children's Services.

5.9.14 The existing Cliddesden Primary school is within the proposed development and would be retained through the development of Upper Swallick. It is envisaged that the existing school would be expanded alongside the provision of a new primary school to serve the community resulting in two 2-forms of entry primary schools.

Figure 5.11: Policy SPS5.9 Upper Swallick Garden Village Illustrative Concept Plan

