

High Level Site Assessment Proforma

Site Reference	STR005 (Includes: SHL124, 133, 182, 183, 185, 187 and 188)	Site Name	Winchfield (New Settlement)
Parish	Winchfield / Hartley Wintney	Site Address	Winchfield

Capacity Assessment and Categorisation			
Site Size (ha)	341	Estimated Capacity	5,000
Comments on capacity	This estimate of capacity takes account of significant nature conservation designations and the presence of Flood Zone 3. It also allows for the provision of on-site SANGs at the standard TBH SPA rate of 1 hectare per 8,000 residents.		
Housing Strategy Category(s)	4 (New Settlement)	Land Supply Category	F (New Settlement)

Key to Site Assessments:

	No overriding constraint to development of the site
	Constraint requiring further detailed assessment
	Major constraint undermining suitability of site

Site Assessment		
Assessment Criteria	Assessment comments	Coloured assessment
Accessibility to Employment and services	<p>Bus Stop – In addition to the regular scheduled service to Hook, Hartley Wintney, Yateley and Camberley operated by Hartley Wintney Parish Council, it is assumed that a significant development on the site would help fund a new commercial service or an extension to an exiting service, such as the 72, between Farnborough and Reading via Fleet.</p> <p>Railway Station (Winchfield)</p> <p>Employment (Fleet Town Centre/Hook Business Park) – In addition to the existing employment sources, it is anticipated that additional land for new employment provision would be planned as part of any new settlement.</p> <p>Public Open Space - It is assumed that a variety of new open space, including substantial new SANGs, would be provided on site.</p> <p>Health facility – It is assumed that a development on a site of this scale would be required to provide an additional healthcare facility.</p> <p>Primary School - It is assumed that a development on a site of this scale would be required to provide several additional primary schools.</p> <p>Secondary School – If the site were developed out to its full extent, it would have the potential to provide for a new secondary school, on of close to the site.</p> <p>Supermarket – A development of this scale would be required to provide a for a new ‘district’ centre which would be</p>	

	likely to include a new supermarket.	
Infrastructure provision	<ul style="list-style-type: none"> • Schools: There is a projected (2018) surplus of 16% for Infant/Primary schools in the Hook/Odiham/Hartley Wintney area. This takes into account the planned 1FE expansion of Greenfields Junior School and Oakwood Infant School, in Hartley Wintney. However, this surplus will not be sufficient to provide school places for any significant development at Winchfield. For secondary schools the projected (2018) surplus capacity across Hart District is 9%. The development of a new settlement would provide the opportunity to provide a range of new schools to address the needs of the new development. • Retail: The most recent evidence found that there is no pressing need to increase convenience and comparison floorspace. However, some of Hart’s supermarkets are overtrading (inc. Morrison’s Elvetham Heath and Tesco in Hook) and there is a modest deficit in convenience floorspace. Therefore, additional housing, not already planned for will increase the need to expand retail floorspace (convenience and comparison) either in Fleet or potentially in Hook village centre. However, in the case of a new settlement, the focus is likely to be on providing additional convenience and potentially some comparison retail within a new ‘district’ centre, to address the day-to-day needs of the new development. • Health: There are no planned expansions of health facilities in the Winchfield / Hartley Wintney area, but it is likely that any significant level of development in the centre of the District will require additional provision. This could be required as on-site provision within any new settlement. • Transport (road): From the available evidence, there are no road/junction improvements in close proximity to the site. However, the road infrastructure in the Winchfield area reflects the areas rural character and has limited capacity for additional traffic. Therefore a key infrastructure issue for developing any significant level of housing at Winchfield is how the road infrastructure can be upgraded to meet the projected levels of demand and how traffic to/from the new development would access the M3 Motorway. Two initial options might be either to use Junction 5, upgrading the A287 and B3016 (Odiham Road), or alternatively, to develop a new motorway junction at Winchfield. • Transport (other): There are no commercial bus services that serve Winchfield. However, Hartley Wintney Parish Council has recently started operating a regular scheduled community transport bus service that connects Winchfield with Hartley Wintney, Fleet, Yateley, Hook and Camberley. A new settlement would have the potential to improve this service, by funding either an extension to the community transport service, or to one of Hart’s commercial bus services, or both. The HCC Transport Statement notes a number of pedestrian and cycling improvements in the area, the most significant of which is the scheme to provide new route running parallel to the A30 linking Hook, Hartley Wintney and Winchfield. A new settlement could provide the opportunity to extend such a facility, for example by linking Winchfield to Fleet, through the Hitches Lane Country Park, which is adjacent to a part of the site. • Green Infrastructure: The Hart Infrastructure Delivery Schedule highlights two strategic projects, for which development could help to address the deficit. These are the replacement Hart Leisure Centre at Hitches Lane and the Hitches Lane Country Park (SANG) improvements, which is adjacent to the site. In addition to potentially contributing to a new leisure centre, a new settlement would be expected to provide significant new 	

	SANGs, which would have the effect of freeing-up capacity at Hitches Lane. Assuming that the standard TBH SPA formula was used, 5,000 new homes would require approximately 100 hectares of new SANGs.	
Current Use and Relevant Planning History	<p>Current use is mainly as agricultural land, with areas of woodland and scattered farms and a small number of other buildings.</p> <p>Some relevant planning history found in relation to SHL124 (see separate sheet for details).</p>	
Nature Conservation	<p>Site is within the 5km Thames Basin Heaths SPA Zone of Influence. A new settlement would require the provision of appropriate on-site SANGs and this has been allowed for in estimating the potential capacity of the site.</p> <p>Within the site area itself, there are a number of SINC designated areas, mostly comprising small areas of woodland, some of which, like Round Copse in the east of the site and Bottom Copse in the north of the site are Ancient Woodland. The only SINC that is not a woodland habitat is the area of small fields to the west of Lousey Moor in the far south of the site. Overall, the SINC areas within the site are not extensive and it is anticipated that these could be integrated into SANGs, open space or structural landscaping for a new development. However, work would be needed to assess the extent to which any negative impacts on the SINC areas could be avoided or mitigated.</p> <p>Other wooded areas within the site are subject to protection through area-based TPOs. These include the large area within the setting of Winchfield House, north and south of the motorway and small groups of trees near Vale Farm and Winchfield Court Farm.</p> <p>There are a number of significant nature conservation features and designations either adjacent or in close proximity to the site which would also need to be taken into consideration if the site were taken forward. These include the Basingstoke Canal SSSI, which forms the southern boundary of much of the site and the Odiham Common and Bagwell Green, and Shaw SSSI, which is adjacent or very close to the western boundary of the site.</p> <p>There are few aquatic nature conservation features within the site, the two most significant being a small section of the River Hart which traverses the far east of the site and a significant pond adjacent to Odiham Common in the west of the site.</p>	
Minerals Resources	The Hampshire Minerals and Waste Plan Policies Map indicates that parts of the site contain areas subject to minerals safeguarding for sharp sand and gravel (Policy 15 of the Hampshire Minerals and Waste Plan). The extent to which this might constrain development will need to be assessed, including through engagement with Hampshire County Council.	

Landscape	<p>HCC Integrated LCA (2012): Landscape type (mixture):</p> <ul style="list-style-type: none"> • Lowland mosaic heath associated (north of the railway) • Lowland mosaic medium scale (south of the railway) <p>Landscape Character Area (mixture):</p> <ul style="list-style-type: none"> • North East Hampshire Plantations and Heath (north of the railway) • Loddon Valley and Forest of Eversley West (south of Railway) <p>Hart District LCA 1997: Landscape type (mixture):</p> <ul style="list-style-type: none"> • Mixed Pasture and Woodland Large Scale • Open arable farmland • Mixed farmland and woodland large scale <p>Landscape Character Area (mixture): Winchfield (north of site) and Dogmersfield (south of site).</p> <ul style="list-style-type: none"> • Main features of the Winchfield LCA: Much of the LCA is an enclosed landscape, although to the east of Winchfield, it has been denuded and is more open. The overall character is of a mosaic of mixed farmland and woodland, albeit fragmented by the motorway, railway (east-west) and overhead power line (north-south) corridors. The Winchfield LCA marks the key transition in vegetation from the heathland woodland to the north to the 'non-heathy' farmland and woodland to the south. • Main features of the Dogmersfield LCA: This is a mainly quiet rural part of the District characterised by mixed farmland and woodland with a strong landscape structure of woods and hedgerows on a gently undulating landform. Dogmersfield House and the historic parkland setting of Dogmersfield Park and the Basingstoke Canal are key features of this landscape character area and help to define its characteristics. <p>Summary assessment: The site being assessed is a large split site, either side of Winchfield Station, that stretches from the southern edge of Hartley Wintney in the north to the Basingstoke Canal in the south and from Odiham Wood in the west to Pale Lane in the east.</p> <p>The two halves of the site differ in landscape terms with the western half being characterised by the mosaic pattern of generally medium-sized fields interspersed by numerous wooded copses and heavily wooded field boundaries. This part of the site as south of the motorway and the only apparent intrusive feature is the overhead power line path that traverses the western edge of the site from north to south. Most of this part of the site could reasonably be characterised as attractive rolling countryside and the views can potentially be gained from the Odiham Road, from Bagwell Lane and from the Basingstoke Canal towpath in the south. The potential for new development within this area to negatively impact on landscape character is considered to be significant.</p>	
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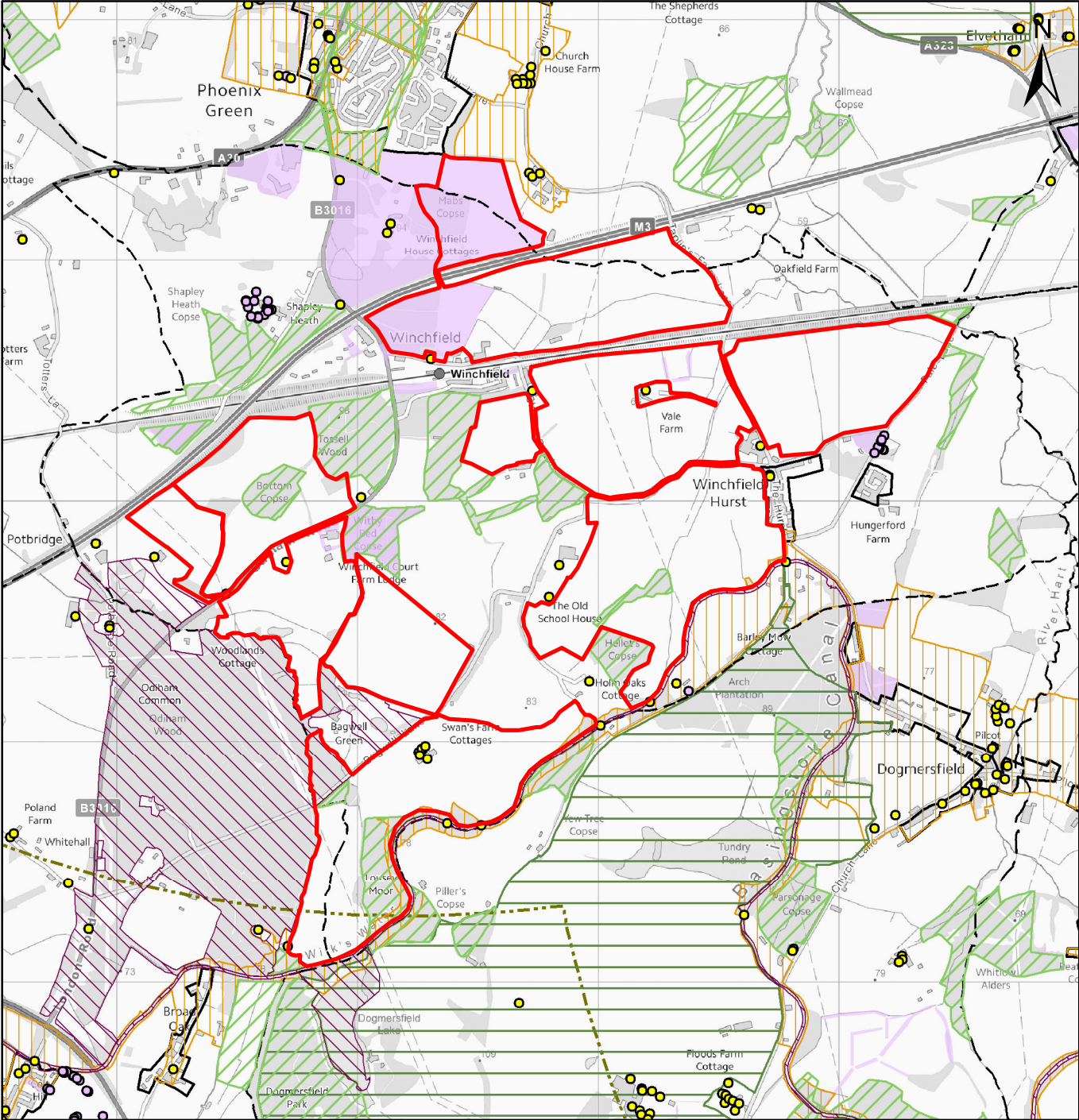
	<p>The eastern half of the site much more open, except for the southern portion near to the Basingstoke Canal. The field structure is generally larger in this area and that land is flatter, with an increasingly close association to the River Hart Valley the further east you go. This area is very much dissected by the visually intrusive motorway, mainline railway and the overhead power lines that traverse north to south through the centre of the site. The countryside in this area is less attractive than the western part of the site, although its lack of current development and open nature means that significant development in this area has the potential to cause considerable harm to landscape character. If the site is taken forward, attention will be needed to the role that additional planting and landscaping can play in reducing this impact.</p>	
Agricultural Land	<p>Agricultural land within the site has been assessed as a mixture of Grade 3 and 4. It is possible that the site contains some 'best and most versatile' (BMV) agricultural land, but this would need to be confirmed through survey.</p>	
Heritage Assets	<p>There are a variety of Listed Buildings within the adjacent to the site. These are mainly agricultural buildings and farmhouses are detailed in the individual site assessments for the relevant SHLAA sites (see above). Care would be required in designing any new settlement to ensure that the setting of these was protected.</p> <p>The most significant heritage features impacting on the site are as follows:</p> <ul style="list-style-type: none"> • The Basingstoke Canal Conservation Area is adjacent to the south, with small areas of the designation falling within the site. Although the canal/towpath are well screened by trees for most of the boundary with the site, there is considered to be a risk that development towards the south of the site will negatively impact on the setting of the Canal; • Dogmersfield Park (Historic Park and Garden) lies beyond the Canal to the south. Although in close proximity, it appears less likely that development will impact on this feature due to the extent of tree cover screening it from the site and the fact that the site is at a lower altitude, reducing the risk that development would be visible from the Park. • Winchfield House (Grade II*) and its extensive grounds are adjacent to the small part of the site north of the motorway. Although the grounds are well-treed, the close proximity of the site boundary gives rise to the risk of some harm to the setting of the House. This risk is reduced somewhat due to the extensive area-based TPO which would provide the Council with a high degree of control over the relationship of any development in this area with the existing trees. • St Mary's Winchfield is a Listed Norman church (Grade I) on Bagwell Lane, located close to the southeast boundary of the site. Although the church is screened to some extent from the site, it is considered that development close to the southeast boundary could have a negative impact on the currently very rural and sparsely developed setting of the church. 	

Water resources and quality	There are no groundwater source protection zones or licensed water abstraction points in close proximity to the site.	
Air Quality	There are not believed to be any Air Quality Management Areas in close proximity to the site. The only apparent feature with the potential to harm air quality is the M3 Motorway. If the site is taken forward, an assessment may be required of the extent to which this impact would constrain development.	
Flood risk	<p>The vast majority of the site is within Flood Zone 1. The parts that are within Zones 2 and 3 comprise the far eastern tip of the site, south of the railway, which is within the River Hart floodplain, and the western fringes of the site, following the edge of Odiham Wood, where there is a minor tributary of the River Whitewater. It is likely that it would be possible to exclude vulnerable development these limited areas and this has been taken into account in estimating the capacity of the site. It is significant to note that no historic flood events for which the Draft SFRA has records have impact on any part of the site.</p> <p>Outside of the areas covered by Flood Zones 2 and 3, small parts of the site are indicated by the Draft SFRA to be at risk of surface water flooding or are within the maximum extent of potential reservoir flooding. These areas are also very limited in extent and may be suitable to be developed, assuming that the flood risks in each case can be overcome.</p> <p>The most significant constraint to development of the site in relation to flooding is the risk of groundwater flooding which varies considerably across the site. The most severe groundwater flood risks can be found in the central part of the western side of the site where extensive areas are within the highest category of risk. Other areas on the western half of the site, and a further area in the east, either side of the railway, fall within the middle category of risk (potential for flooding to basement properties). The extent of the risk from groundwater flooding and how this can be mitigated will need to be assessed.</p>	
Location and scale of development	<p>The site is centrally located within the District, within what is currently a rural area, albeit that the north of the site area is dominated by the motorway and mainline railway. The site itself is largely greenfield, with only a handful of farm-related buildings and dwellings within its boundaries. The nature of the site, split, with substantial areas of farmland, as well as Winchfield Station between the two halves is considered to significantly influence how a new settlement could be planned. It would be challenging to plan a compact nuclear settlement on this site and the shape of the site lends itself more to a linear or 'linked polycentric' approach. This may have an impact on the building densities that are considered appropriate, with lower densities anticipated than would be the case with a more compact cohesive site.</p> <p>One factor that will need to be carefully considered is the risk that a new settlement will give rise to settlement coalescence with Hartley Wintney in particular, although, were site SHL052 to also be developed, coalescence with Elvetham Heath/Fleet would also be a risk. In the case of Hartley Wintney, care will be needed on the level of development</p>	

	and the layout proposed for site SHL124 between the motorway and rail. Avoiding any development on this site north of the motorway would be require to significantly reduce the risk of coalescence.	
Un-neighbourly Uses	The motorway and the mainline railway run adjacent and in places through the site. Each of these presents a significant constraint to new residential development in that part of the site. In addition the site is traversed north to south by two sets of substantial overhead power lines. Were this site to be taken forward for development within the Local Plan, an assessment may be required to understand how these power lines might impact the site and how any such impacts could be mitigated.	
Availability Assessment	The site is believed to be available and this is supported by the work being undertaken by the landowners on identifying a vision for a new garden community that includes this site. The most southerly part of the site (SHL133) is not currently included within this site promoter work.	
Site Access	If the site were taken forward within the Local Plan an assessment of potential traffic impacts would be needed to understand how any development of the site could ensure that vehicular access was safe and effective. The current road network in the Winchfield area is not designed to serve any significant level of development, and it is considered that major upgrading and investment would be required, including the Odiham Road (B3016,) Bagwell Lane, Taplin's Farm Lane/The Hurst and Pale Lane as well as the pinch-points at the current single-track tunnels underneath the railway. In addition, particular attention would need to be paid to how the new access to the motorway could be achieved and whether this would entail traffic being routing through either Hook or Fleet or both.	
Summary of Constraints	<ul style="list-style-type: none"> • There is a number of SINC/Ancient Woodland within the site and others in close proximity; • Two important SSSIs are adjacent to the site; • There is a range of heritage assets within the site and in close proximity, which may impact how and where new development can be planned; • Some parts of the site are subject to area-based TPOs, particularly in the north of the site, near to Winchfield House; • Significant parts of the site are subject to the risk of groundwater flooding at the surface; • Access to the site is constrained by the rural nature of the roads in the area, by the lack of a direct access to the M3 Motorway and by narrow single-track tunnels underneath the railway; • Development at the north of the site risks leading to settlement coalescence with Hartley Wintney; • There is a potential for development on the site to have a negative impact on landscape character; • It is possible that the site contains some 'best and most versatile' (BMV) agricultural land; • Parts of the site are subject to minerals safeguarding for sharp sand and gravel; • Overhead power lines traverse the site and may represent a constraint; • The extent to which environmental noise from the motorway and railway impacts on the site should be ascertained; 	

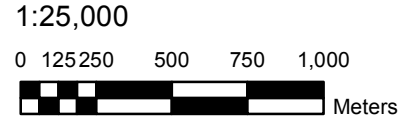
Summary of Opportunities	<p>This is a very large site that could potentially be developed as a significant new settlement in its own right with the ability to meet a very substantial proportion of Hart's future housing needs. A large-scale development would provide the opportunities to provide the necessary infrastructure and to ensure that accessibility to services and facilities could be improved. It would also provide the opportunity to provide for some additional employment floorspace.</p> <p>One of the key opportunities would be to deliver significant additional areas as SANGs, both to mitigate the impacts of the new development, but also to provide a strategic resource that could draw visitor trips from existing residents away from the TBH SPA. There is a further opportunity to ensure that new SANGs effectively link to the Hitches Lane SANG to the east, to create a very important strategic resource of benefit to much of the District.</p>			
Focus of further assessment, should the site be shortlisted by the Council	<ul style="list-style-type: none"> • Work is needed on the options for vehicular access to the site, including access to the motorway and the impact on the local rural road network; • The potential to achieve on-site SANGs needs to be considered. • The potential impact of development on biodiversity assets and nature conservation designations needs to be more fully understood; • The potential impact of groundwater flooding needs to be considered and how this constraint might be overcome; • The potential constraining effects of the motorway, railway and overhead power lines needs to be assessed. • The potential impact that development may have on surrounding heritage assets, and how this may be avoided or mitigated, needs to be understood; • The extent to which development of the site could negatively impact on landscape character needs to be understood; • The potential, in viability terms, for a new settlement to provide for the significant levels of infrastructure that would be required needs to be assessed. 			
Site Assessment Completed by	Name: PH Date: 18/2/2015			
HDC Conclusion and recommendation	Shortlist the site:		Do not shortlist the site:	
	HDC Comments:			

STR 005 - Constraints

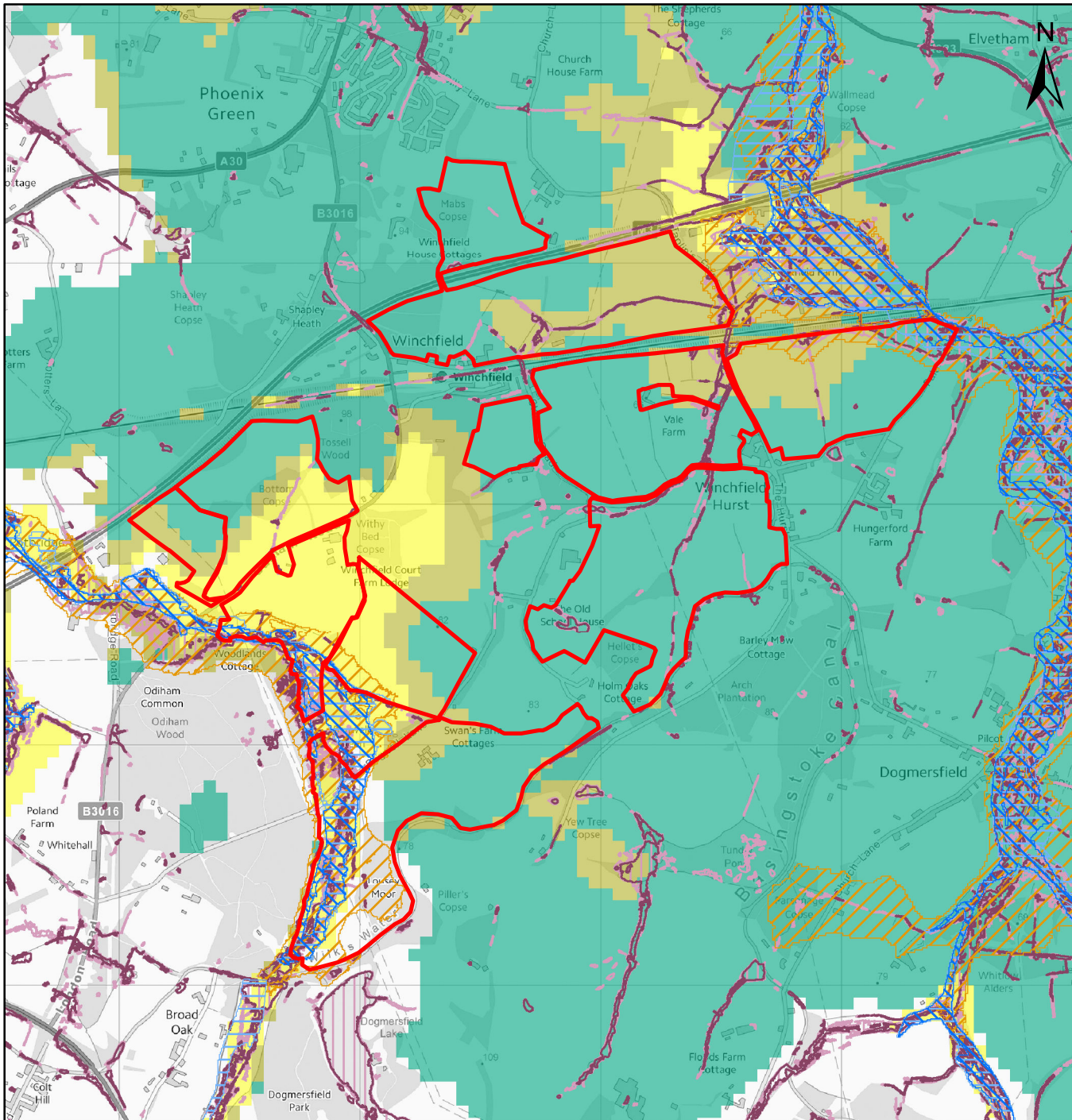


Key

- STR005 - Winchfield
- Listed Buildings
- TPO - Individual
- SSSI
- SINC
- National Nature Reserve
- Local Nature Reserve
- Parish Boundaries
- Historic Parks and Gardens
- Conservation Areas
- Thames Basin Heaths SPA (5km zone of influence)
- Thames Basin Heaths SPA (400m exclusion zone)
- Thames Basin Heaths SPA
- Settlement Boundaries
- TPO - Groups
- Scheduled Ancient Monuments
- Strategic Gaps



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STR 005 - Flood Risk

Key

- STR005 - Winchfield
- Flood Zone 3
- Flood Zone 2
- Reservoir Flood Outlines
- Surface Water Flooding (1 in 30 year AEP)
- Surface Water Flooding (1 in 100 year AEP)
- Groundwater Flooding (Limited)
- Groundwater Flooding (Potential flooding to basements)
- Groundwater Flooding (Potential flooding at surface)

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