

## High Level Site Assessment Proforma

<b>Site Reference</b>	STR009 (Includes only SHL052)	<b>Site Name</b>	Land Adjacent to Pale Lane Farm
<b>Parish</b>	Hartley Wintney / Elvetham Heath	<b>Site Address</b>	Pale Lane, Elvetham Heath

Capacity Assessment and Categorisation			
<b>Site Size (ha)</b>	60.8	<b>Estimated Capacity</b>	1,000
<b>Comments on capacity</b>	Estimated capacity assumes that the full site is developed, taking account of the need to provide for on-site SANGs. This does not however take into account any constraints due to noise from the Motorway, neither does it consider the potential need to build at a lower density to be consistent with the adjacent areas of Elvetham Heath.		
<b>Housing Strategy Category(s)</b>	3 (Strategic Urban Extension)	<b>Land Supply Category</b>	E (Strategic Urban Extension)

### 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
<b>Accessibility to Employment and services</b>	<ul style="list-style-type: none"> <li><b>Bus Stop</b> (Pale Lane., no. 65X, 72 &amp; 421) – 400m</li> <li><b>Railway Station</b> (Fleet) – 3,200m</li> <li><b>Employment</b> (Fleet Town Centre) – 2,800m</li> <li><b>Public Open Space</b> (Hitches Lane SANG) – 400m. It is also assumed that additional SANG will be provided on site.</li> <li><b>Health facility</b> (Fleet Community Hospital) – 2,200m. A site of this scale could have the potential to provide an additional healthcare facility.</li> <li><b>Primary School</b> (Elvetham Heath Primary) – 1,350m.</li> <li><b>Secondary School</b> (Calthorpe Park School) – 2,100m</li> <li><b>Supermarket</b> (Morrison's, Elvetham Heath) – 1,200m</li> </ul>	
<b>Infrastructure provision</b>	<ul style="list-style-type: none"> <li><b>Schools:</b> There is a projected (2018) deficit for 3% for Infant/Primary schools in the Fleet/Elvetham Heath area. This takes into account the planned 1FE expansion of Church Crookham Junior School. Therefore additional housing not already planned for will exacerbate the deficit. For secondary schools the projected (2018) surplus capacity in the Fleet area is 9%.</li> </ul>	

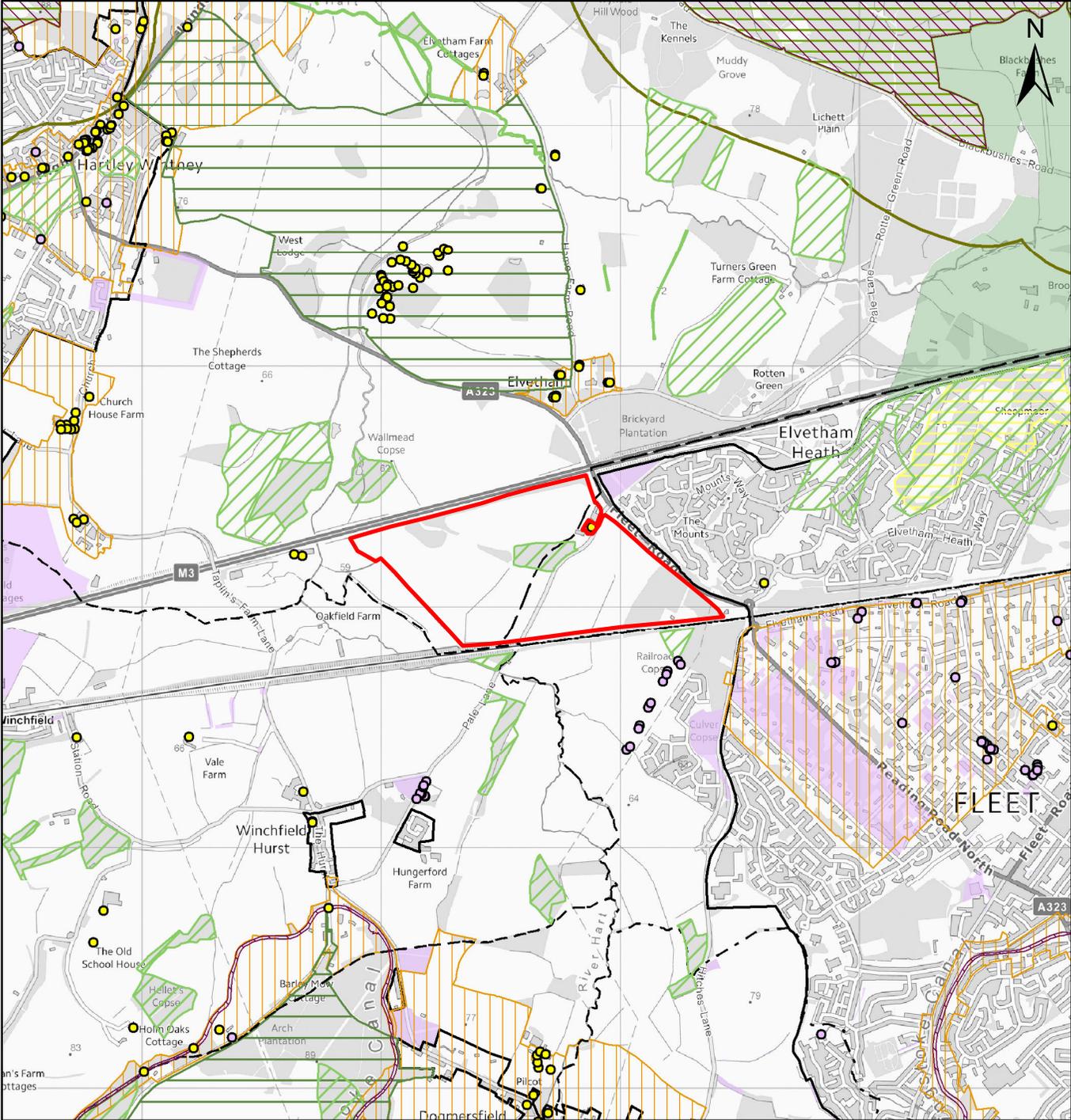
	<ul style="list-style-type: none"> <li>• <b>Retail:</b> The most recent evidence found that there is no pressing need to increase convenience and comparison floorspace. However, some of Fleet's supermarkets are overtrading (inc. Waitrose) and there is a modest deficit in convenience floorspace. Therefore, additional housing, not already planned for will increase the need to expand retail floorspace (convenience and comparison) in Fleet.</li> <li>• <b>Health:</b> Richmond Surgery (Fleet) has been identified in a previous PCT Estates Plan as having potential for improvement. Any additional housing not already planned for will exacerbate any deficiencies at that surgery.</li> <li>• <b>Transport (road):</b> From the available evidence, there are several road/junction improvements in close proximity to the site, including the proposed upgrade of the Reading Road (South)/Connaught Road junction and the Fleet Station Junction (Fleet Rd, Elvetham Rd and A3013). In addition, the latest available HCC Transport Statement (project schedule) indicates that the other junctions on Reading Road (South) in central Fleet require improvement and this need could be exacerbated by development on this site.</li> <li>• <b>Transport (other):</b> The main regular bus service within walking distance of the site is the 72, which runs from Farnborough to Reading via Fleet. In addition, the 419 and 65X provide more limited services to other destinations. The HCC Transport Statement notes a wide range of improvements required in the cycle path infrastructure of Fleet and also the on-going improvements required at Fleet Railway Station.</li> <li>• <b>Green Infrastructure:</b> The Hart Infrastructure Delivery Schedule highlights two strategic projects within close proximity to the site and 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.</li> </ul>	
<b>Current Use and Relevant Planning History</b>	<p>Current use is as agricultural land and a motorcross track.</p> <p>No planning history found.</p>	
<b>Nature Conservation</b>	<p>Site is within the 5km Thames Basin Heaths SPA Zone of Influence. A site of this scale is likely to go beyond the capacity of the Hitches Lane SANG to mitigate its potential impact on the TBH SPA. Therefore it is anticipated that any significant development at the site would require the provision of appropriate on-site SANGs.</p> <p>There are two SINC designations on the site. The first is Parkfield Copse, a compact area of Ancient Woodland in the centre of the site. The second comprises the margins of a large arable field to the south of Parkfield Copse. Whilst it is likely that development could easily avoid the Parkfield Copse area, it may be more challenging to avoid impacting the field margin SINC.</p> <p>There is a further significant area of woodland in the southeast corner of the site (Great Bog Copse). Whilst not designated, any development of the site should aim to avoid harmful impacts to this area.</p>	

<b>Minerals Resources</b>	The Hampshire Minerals and Waste Plan Policies Map indicates that there are no policy designations or safeguarding areas within or in close proximity to the site.	
<b>Landscape</b>	<p><b>HCC Integrated LCA (2012):</b> Landscape type: lowland mosaic medium scale Landscape Character Area: Loddon Valley and Forest of Eversley West</p> <p><b>Hart District LCA 1997:</b> Landscape type: Mixed Pasture and Woodland Large Scale Landscape Character Area: Hart Valley Main features of the Hart Valley LCA: Whilst the valley landform is indistinct and the landscape lacks a real cohesion, the presence of the river brings a number of unifying features along the broad flat low-lying valley floor. These include willow-lined watercourses and river pastures with well-treed boundaries. The countryside within the Hart Valley was considered to be attractive and of good quality, although with a notable deterioration due to the loss of hedgerows and trees associated with agricultural intensification.</p> <p><b>Summary assessment:</b> This large compact site, sandwiched between the M3 Motorway and the Mainline Railway, comprised a number of fields, some of which appear to be arable and others used as pasture. One of the fields is clearly used as a motorcross track. The site is largely flat and some of the fields are bounded by trees, whilst others are much more open. There are two significant areas of woodland on the site. The site is well screened from both the railway and the motorway and also to a large extent from the A323 to the east. Due to the flat topography and the level of screening and the elevation of the motorway and railway, it appears unlikely that development on the site would lead to significant visual intrusion to the north, south or west into the River Hart Valley.</p>	
<b>Agricultural Land</b>	Agricultural land within the site has been assessed as predominately Grade 3. It is possible that the site contains some 'best and most versatile' (BMV) agricultural land, but this would need to be confirmed through survey.	
<b>Heritage Assets</b>	The only feature of note is the Grade II Listed Farmhouse on Pale Lane. This is within the main site area, but the red line on SHL052 excludes the property from the site being considered. Nevertheless, it would be important for any development in that part of the site to take the setting of the farmhouse into proper consideration.	
<b>Water resources and quality</b>	There are no groundwater source protection zones or licensed water abstraction points in close proximity to the site.	

<b>Air Quality</b>	There are not believed to be any Air Quality Management Areas in close proximity to the site. On the basis of evidence seen, none of the surrounding land uses would be likely to cause any air quality issues for the site, assuming that the motorcross activities are discontinued on the site.	
<b>Flood risk</b>	The site is entirely within Flood Zone 1, although the western boundary of the site abuts the Floodplain of the River Hart. The Draft SFRA indicates that the extent of potential flooding from reservoirs is wider than the River Hart floodplain and does impact the western fringes of the site. In addition, small areas within the centre and east of the site are indicated to be at risk of surface water flooding. Any development in these areas may require mitigation to overcome these risk. However, their limited geographical extent makes it unlikely that they would constrain development.	
<b>Location and scale of development</b>	<p>The site appears to be entirely greenfield, with the possible exception of the small group of buildings at Pale Lane Farm in the east of the site, some of which have been excluded from the SHLAA site red line. The site is effectively adjacent to the built-up area boundary of Elvetham Heath, allowing for the A323, which falls outside of the settlement boundary. No parts of the site are within local or strategic gaps and development of the site is unlikely to lead to settlement coalescence.</p> <p>The site is bounded to the north by the motorway and to the south by the railway. To the north of the motorway is open countryside. To the west is the Hart River Valley and to the south is the site of the new Hitches Lane Country Park. To the east lies the A323 and beyond that, Elvetham Heath. The areas of Elvetham Heath close to the site comprise mainly modern residential estates. These are built to a relatively low density, in the region of 10-15 dph. This may have an impact on the density to which dwellings on the site should be built.</p>	
<b>Un-neighbourly Uses</b>	The M3 motorway and the mainline railway are each adjacent to the site and would be considered un-neighbourly uses. Were this site to be taken forward for development within the Local Plan, an environmental noise assessment would be required to understand how the motorway and railway would be likely to impact the site and how any such impacts could be mitigated.	
<b>Availability Assessment</b>	The site is believed to be available although this would need to be confirmed with the site promoter / landowner.	
<b>Site Access</b>	Primary vehicular site access would almost certainly be provided onto the A323, with a potential secondary access to the south on Pale Lane. However, the Pale Lane access is severely constrained by being a single track lane with a narrow single-track tunnel under the railway and single track bridge over the River Hart. If it were to provide an effective access point for development at the site, all of this infrastructure would need to be upgraded, not least to ensure effective and safe pedestrian and cycle access between the site and the Hitches Lane Country Park to the south of the railway. However widening the tunnel under the railway and the bridge over the river are likely to be very costly. Therefore, it would be sensible to test closing Pale Lane to all vehicular traffic as an alternative that	

	would ensure safe pedestrian and cycle access could be achieved.	
<b>Summary of Constraints</b>	<ul style="list-style-type: none"> <li>• There are two SINC's within the site, one of which (the field margin SINC) will be difficult to avoid impacting through development of the site;</li> <li>• It is possible that the site contains some 'best and most versatile' (BMV) agricultural land;</li> <li>• The small parts of the site that are subject to surface water and reservoir flood risks may require mitigation to overcome these;</li> <li>• The extent to which environmental noise from the motorway and railway impact on the site needed to be ascertained;</li> <li>• The extent to which the single-track railway tunnel access on Pale Lane constrains development of the site needs to be assessed.</li> </ul>	
<b>Summary of Opportunities</b>	This is a large site that could be developed as a strategic site in its own right and an extension to Elvetham Heath. It has the potential to provide land for an on-site SANG, which could effectively extend the new Hitches Lane SANG northwards, assuming the access constraint under the railway can be resolved.	
<b>Focus of further assessment, should the site be shortlisted by the Council</b>	<ul style="list-style-type: none"> <li>• The potential to achieve an on-site SANG needs to be considered.</li> <li>• The potential impact of development on or near the SINC's needs to be more fully understood.</li> <li>• The impact of noise from the motorway and railway needs to be assessed.</li> <li>• Site availability needs to be confirmed.</li> <li>• Consideration needs to be given to the appropriate density of residential development given the low-density' character of the western areas of Elvetham Heath.</li> </ul>	
<b>Site Assessment Completed by</b>	<b>Name:</b> PH <b>Date:</b> 12/2/2015	
<b>HDC Conclusion and recommendation</b>	<b>Shortlist the site:</b>	<b>Do not shortlist the site:</b>
	<b>HDC Comments:</b>	

# SHLAA Site 052 - Constraints



## Key

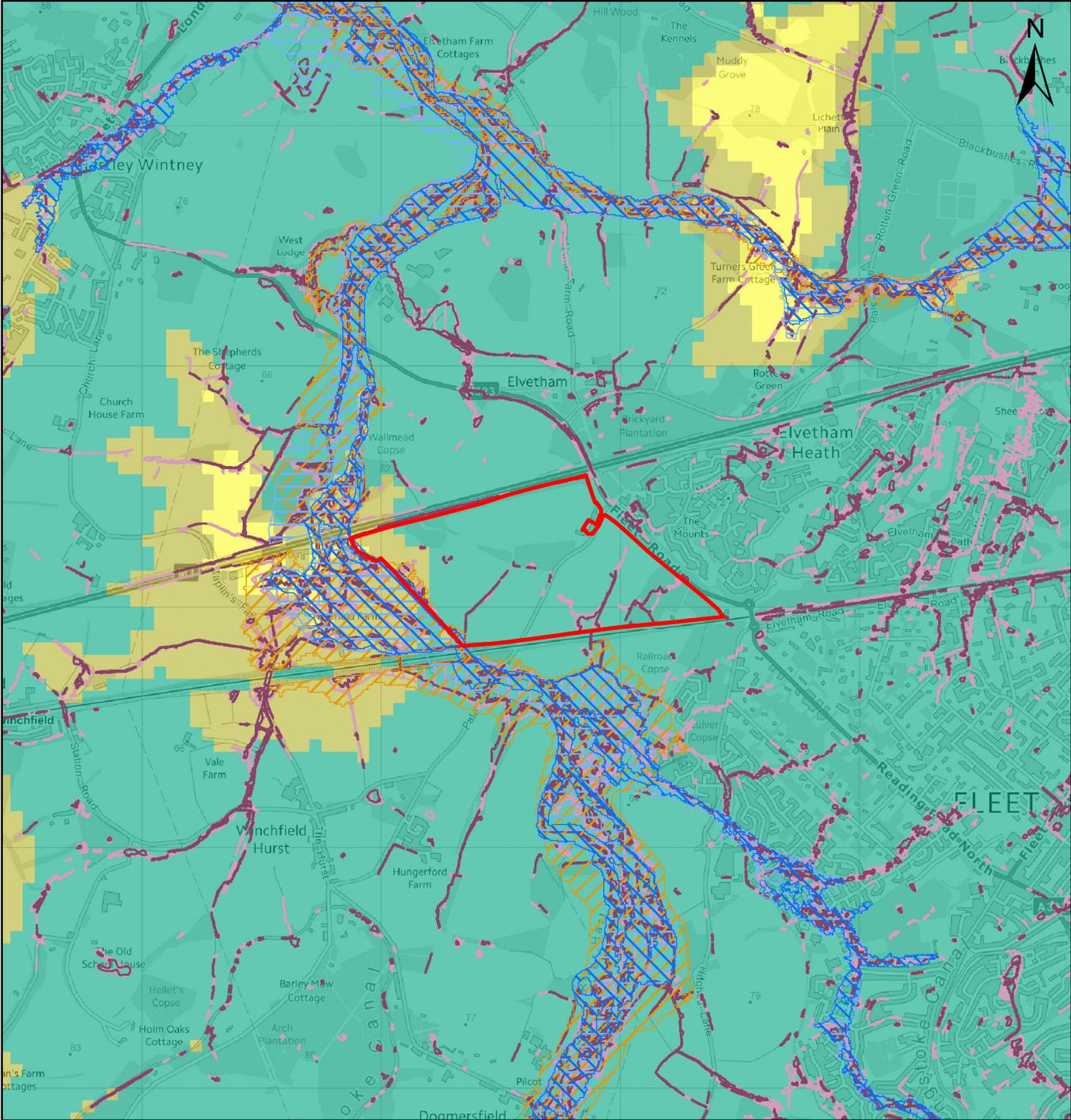
- SHLAA Site 052
- Listed Buildings
- TPO - Individual
- SSSI
- SINC
- National Nature Reserve
- Local Nature Reserve
- Parish Boundaries
- Historic Parks and Gardens
- Conservation Areas
- Thames Basin Heaths SPA (5km zone of influence)
- Thames Basin Heaths SPA (400m exclusion zone)
- Thames Basin Heaths SPA
- Settlement Boundaries
- TPO - Groups
- Scheduled Ancient Monuments
- Strategic Gaps

1:25,000

0 125 250 500 750 1,000



# SHLAA Site 052 - Flood Risk



**Key**

- SHLAA Site 052
- 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)

1:25,000

0 125 250 500 750 1,000

