



# DRAFT HART LOCAL PLAN

## Strategy and Sites

2011 - 2032



Regulation 18 Consultation – April 2017

# INTRODUCTION

## Have your say on development in Hart District

We are continuing to work on preparing a new Local Plan which will shape the future of our District. Following previous consultations we would now like your views on our emerging draft policies and site allocations.

### What is the Local Plan for?

Planning has a key role in enabling us to meet the challenges that the District faces whilst protecting what we value about the District, and also provides opportunities to make it an even better place.

The local plan sets out how development will be planned and delivered across the District to 2032. It sets out our vision, shows how we have developed a strategy which responds to that vision and how we will deliver it working in partnership with everyone who has a stake in the future of the District.

In preparing the new plan we are:

- Exploring how much land is likely to be needed for different uses;
- Identifying the right sites to make sure that we have an appropriate supply of land that can be available for development;
- Working with neighbouring councils and Hampshire County Council, as well as expert advisers (such as the Environment Agency and Natural England) and infrastructure providers (Thames Water) we want to look at how the impact of development and growth can be managed across the District and beyond;
- Supporting parish and town councils who are working on community-led Neighbourhood Plans; and
- Listening to the views of our residents and local businesses.

### What will be in the new Local Plan?

The plan will provide the basis for growth, through setting out the distribution of new housing, employment and retail development and it would also provide a framework for protecting our important natural and built environment.

It will cover the whole of the District, and we will continue to work with our neighbours to plan for cross-boundary issues, e.g. how to accommodate any potential unmet need for new homes.

## What is the Purpose of this Version of the Local Plan?

This document is a draft version of the Hart Local Plan: Strategy and Sites 2011-2032. It has been informed by previous consultations and a robust evidence base, prepared in partnership with neighbouring authorities. This, nevertheless, is still a consultation document and asks for your comments on our proposals and for your ideas for further shaping the next version of the new Local Plan (the Pre-Submission Document).

This draft plan is not complete, but it contains much of the detail that will be required at the next stage. Our proposed Submission Document will be published for a final consultation in late 2017.

We have not yet completed our entire evidence base. It is still work in progress but we have reached a stage where we can again seek your views on whether we are on the right track. Further studies will be published with the next version of the plan including a Transport Assessment and various topic papers. In addition, the next version of the plan will be supported by a Habitats Regulation Assessment which will demonstrate that the policies and proposals in the plan will not cause significant harm to internationally important habitats.

## How you can take part

The Local Plan will be a plan for everyone with an interest in the District, specifically residents, businesses, landowners, developers and local communities. It is essential that we get the views and thoughts of as many of these groups as possible, and these will help to inform the next stage of the process, the Pre-Submission Document.

**The draft plan including an Interim Sustainability Appraisal will be available for public comment until**

**5pm, Friday, 9<sup>th</sup> June 2017**

You can view the draft plan and supporting evidence on-line at [www.hart.gov.uk](http://www.hart.gov.uk), in hard copy (key documents only) at Hart District Council Offices in Fleet, at Town and Parish council offices, and at libraries within the District.

We will be holding a series of “roadshow” events (drop in events where no appointments are needed) across the District during the consultation period.

- Tuesday 2 May – 2pm to 8pm, Hook Community Centre, Hook, RG27 9NN
- Wednesday 3 May – 2pm to 8pm, The Harlington, Fleet, GU51 4BY
- Monday 8 May – 2pm to 8pm, Victoria Hall, Hartley Wintney, RG27 8RE
- Wednesday 10 May – 2pm to 8pm, The Tythings, Yateley, GU46 7RP
- Thursday 11 May - 2pm to 8pm, Ridley Hall, South Warnborough, RG29 1RQ
- Monday 15 May – 4.30pm to 8pm, Hawley Leisure Centre, GU17 9BW

## How to Comment

We would like you to respond to this consultation by making your comments online at [www.hart.gov.uk](http://www.hart.gov.uk). If you prefer you can download a response form and email it to [planningpolicy@hart.gov.uk](mailto:planningpolicy@hart.gov.uk)

Response forms can also be sent to: Planning Policy, Hart District Council, Harlington Way, Fleet, Hampshire GU51 4AE

## What will happen to my Comments?

Your comments will help to inform the next version of the Hart Local Plan: Strategy and Sites 2011-2032 (the Pre-Submission Document) which is due to be published at the end of 2017. At that time you will be able to make comments on the next version of the Plan. Those comments will then be considered by an independent Planning Inspector in spring/summer 2018 at an Examination that involves public hearings.

## Timetable

The timetable for preparing the Hart Local Plan: Strategy and Sites 2011 - 2032 is:

Stage	Dates
Publication of a Pre-Submission Document for comments	Winter 2017
Submission of the local plan to the Planning Inspectorate	Spring 2018
Local Plan Examination	Spring/Summer 2018
Local Plan Adoption	Late Summer 2018

A second part of the Hart Local Plan: Development Management, will also be prepared from 2018. It will contain more detailed development management policies (a suite of further more detailed policies to be used in the determination of planning applications) and some more local allocations and designations. It will also review settlement boundaries, and define the boundaries of local Gaps.

## Further Information

If you have any queries regarding this document please contact the Planning Policy team at [planningpolicy@hart.gov.uk](mailto:planningpolicy@hart.gov.uk),

A glossary of various terms used in this document is attached as Appendix I.

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# Context

1. In preparing the Local Plan, we must have regard to other local, regional and national plans and strategies, to the outcome of consultation (see Spatial Strategy section) and to the findings of technical evidence. Key elements of the context within which this draft plan has been prepared are set out below.

## National Planning Policy, guidance and legislation

2. This draft plan takes into account the [Planning and Compulsory Purchase Act 2004](#), the [Localism Act 2011](#) and the [Town and Country \(Local Planning\) Regulations 2012](#). It reflects the aims and objectives of current government planning policy as set out in the [National Planning Policy Framework](#) (NPPF), [Planning Policy for Traveller Sites](#) and the [Planning Practice Guidance](#) (PPG).
3. We are also required by national planning policy to take a positive approach to development and for an up-to-date local plan to be produced which meets identified needs, unless there are good reasons why this cannot be achieved. Together the NPPF and PPG set out overarching policy and guidance on a wide range of planning topics, to which we must have regard.

## South East Plan

4. The South East Plan (2009) set out regional policies for the South East up to 2026. However, in May 2013, the Government revoked the South East Plan with the exception of [Policy NRM6](#), which relates to the Thames Basin Heaths Special Protection Area (TBHSPA). This policy affects much of Hart District and is therefore relevant in preparing the Local Plan.

## Local Enterprise Partnership

5. The District is part of the [Enterprise M3 Local Enterprise Partnership](#) (LEP). The LEP covers mid and north Hampshire and south west Surrey, stretching from the hinterland of London, along the corridor of the M3 motorway to the New Forest. The LEP has set out strategic growth aspirations in its [Strategic Economic Plan](#) and this wider economic strategy therefore informs local plans and strategies.

## Hampshire County Council Policy

6. As the District lies within a two tier authority, [Hampshire County Council](#) (HCC) delivers many of the services which support local people. These include the provision of school places, and highway safety and improvement measures in its role as Highway Authority. HCC are also responsible for Minerals and Waste Planning and have an adopted [Minerals and Waste development plan](#). Our plan must therefore regard to HCC plans and strategies.

## Evidence base

7. The plan is informed by robust and up to date evidence covering subjects such as housing, employment, retail and the environment. All the evidence supporting this draft Plan can be viewed on our web site <https://www.hart.gov.uk/Evidence-base>.
8. Further evidence is still being finalised alongside the preparation of the plan and will be published in due course. This is to enable a plan to be prepared as quickly as possible to guide future development.

## Sustainability Appraisal

9. The purpose of the Sustainability Appraisal (SA) process is to ensure that the principles of sustainable development are considered in the plan making process, and to inform choices on reasonable options, where they exist. An Interim SA report, which focuses on appraising the strategic options for development across the District, accompanies this draft Plan and is available for public comment.

## Duty to Co-operate

10. As part of the preparation of the Local Plan we have a duty to co-operate with specific bodies (such as adjoining local authorities) in relation to cross boundary strategic planning issues. As part of the preparation of the draft local plan, we have agreed with the relevant bodies, the strategic cross boundary issues which need to be considered and worked jointly with them to ensure that those issues are addressed.
11. The strategic cross boundary issues that are relevant to this Local Plan include;
  - the level of housing, including affordable housing that needs to be planned for;
  - the amount and type of employment land and premises that are required;
  - cross boundary biodiversity and green infrastructure assets such as the Thames Basin Heaths Special Protection Area;
  - water supply and waste water; and
  - transport.

## Neighbourhood Plans

12. The Development Plan is made up of various adopted planning policy documents, including community-led [Neighbourhood Plans](#). The Local Plan is the main document linking other plans together.
13. Neighbourhood Plans enable communities to establish general planning policies for the development and use of land in a local neighbourhood (such as a parish).

14. A Neighbourhood Plan must meet the ‘basic conditions’, one of which is to be in general conformity with the strategic policies of the development plan for the area. To help those communities preparing Neighbourhood Plans, we have set out what are considered strategic policies in this Local Plan (once adopted) at Appendix 2.
15. Neighbourhood Plans can plan for more growth than set out in the Local Plan’s strategic policies. Where Neighbourhood Plans identify a strategy for growth they will be expected to provide sufficient evidence to demonstrate deliverability of the strategy. For all other policies in the Local Plan there is an opportunity for Neighbourhood Plans to identify a specific local approach.
16. [Rotherwick](#) and [Winchfield](#) parishes have adopted Neighbourhood Plans. Odiham’s Neighbourhood Plan has passed examination and is shortly to be subject to local referendum. The respective parishes/town councils at Blackwater, Crookham Village, Crondall, Dogmersfield, Fleet, Hartley Wintney, Hook, and Yateley are all at various stages in preparing Neighbourhood Plans.

## **The District’s Key Characteristics**

17. Preparation of the plan and its policies and allocations are also informed by the social, economic and environmental characteristics of the District:
18. The District is primarily rural, covers some 21,500 hectares (83 sq. miles) and is situated in north–east Hampshire, bordering both Surrey and Berkshire. The main centres of population are in the north and east. The District is bisected by the main line railway from Waterloo to Southampton and east to west by the M3. These enable good access to London, Southampton and other key employment areas such as the Blackwater Valley.

**Figure 1: The Location of Hart District**

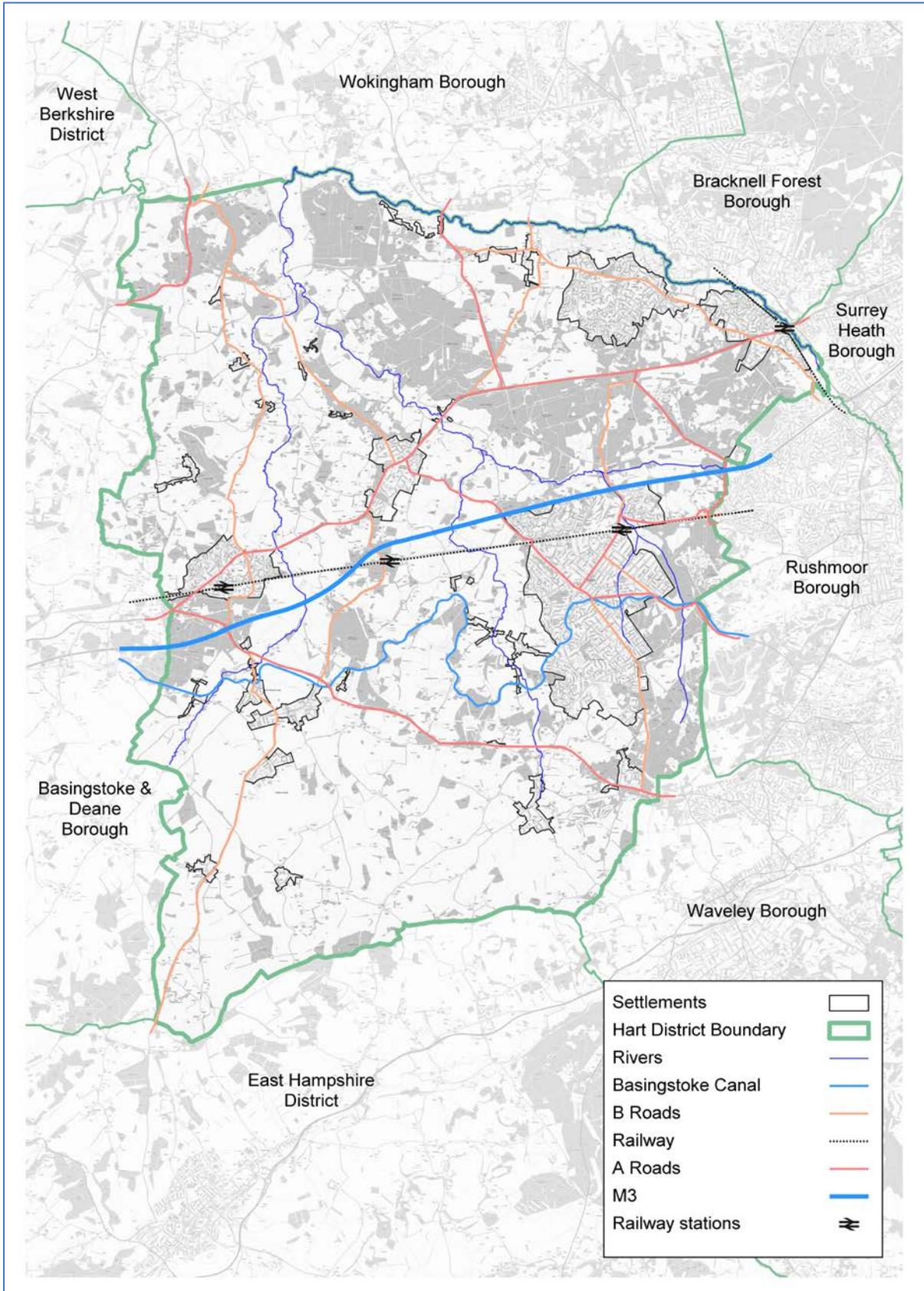
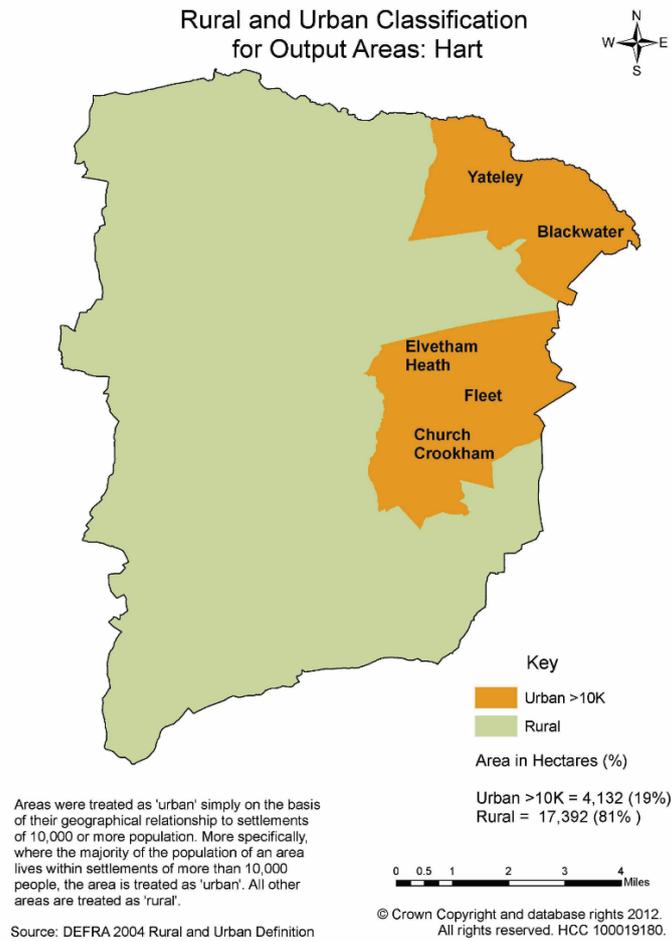


Figure 2: Rural and Urban Classification: Hart



19. Hart District is a popular place to live, as it benefits from low unemployment, low crime rates, and good schools. It has a healthy, active population with high participation in sports and leisure. Due to its good connectivity and popularity, property values are very high.
20. There are approximately 93,900 residents in the District with an increasing ageing population. The District has a complex geography comprising a collection of diverse and distinct settlements. The larger settlements are suburban in character and have grown significantly in the last 30 years, largely through relatively low density, 'greenfield' development. There is an estimated 35,500 homes in the District with 30% of the population living in rural areas. The rural nature of the District however, presents some distinct challenges.
21. The main towns are Fleet (comprising Elvetham Heath, Fleet and Church Crookham), Yateley, Blackwater and Hawley. Hook, Odiham, and Hartley Wintney are the larger villages in the District whilst other settlements are mainly small, dispersed villages and hamlets.

### **Fleet (Elvetham Heath/Fleet/Church Crookham)**

22. Fleet is the largest administrative, retail and commercial centre within the District and includes a significant proportion of the District's employment opportunities. It had a population of more than 35,000 people in 2011 (Source: ONS) and benefits from close proximity to the M3 motorway and a mainline train station providing access to London, Basingstoke and Southampton. Fleet provides various services and facilities to the rest of the town and the surrounding villages.
23. The Basingstoke Canal cuts across the town from east to west. There has been significant housing development surrounding Fleet, most notably Edenbrook to the west, Crookham Park to the south, and Elvetham Heath to the north which has its own school, community hall, church and supermarket. The Thames Basin Heaths Special Protection Area (TBHSPA) tightly hugs part of the Fleet settlement boundary constraining development to the east.

### **Yateley**

24. Yateley is the second largest settlement in the District which had a population of 20,471 in 2011 (Source: ONS). It is situated in the north of the District, south of the River Blackwater, and benefits from having several schools, a library and a few scattered retail centres. Yateley has been built up surrounding a series of open greens, of which Yateley Green is the largest. Access is heavily car dependent although Blackwater train station is nearby giving further access to Reading and Guildford (and Gatwick Airport beyond). Yateley is heavily constrained to the north and east due to flood risk and to the south and southwest due to the TBHSPA.

### **Blackwater & Hawley**

25. Blackwater includes Frogmore and Darby Green. It has a population of approximately 4,500 in 2011 (Source: ONS) and is a settlement with some retail and office units. The River Blackwater runs along its eastern boundary. It benefits from its close proximity and good access to Farnborough, Camberley, and the Meadows retail park.
26. The A30 road bisects the settlement, connecting it with the surrounding road network. Blackwater train station also links the town with Reading and Guildford. The town is heavily constrained with flood risk areas to the north and the TBHSPA to the south. Beyond limited infilling it has little development potential.

### **Hook**

27. Hook is a large village in the west of the District which had a population of 7,770 in 2011 (Source: ONS) and is one of the newer areas of urban development within the District, having grown significantly in the past thirty years. The village is primarily residential to the north of the railway line, and to the south is an area of employment that includes Osbourne Way, Bartley Point and Bartley Wood Business Park. Hook railway station gives direct access to London and Basingstoke, the M3 junction 5 is just south of the settlement.

### **Hartley Wintney**

28. Hartley Wintney is a large village which had a population of approximately 5,000 in 2011 (Source: ONS) located in the centre of the District. It is bisected by the A30 and lies just north of the M3 motorway, with the valley of the River Hart creates a natural boundary to the north and the east of the village. There is no train station, however Winchfield station is nearby. The village reflects the characteristics of an 18th century coaching town with a number of wooded and open greens. The TBHSPA lies to the north of Hartley Wintney constraining potential development opportunities to the north.

### **Odiham & North Warnborough**

29. Odiham village has a distinctive character and historically was a coaching town. The High Street is lined on both sides with a largely continuous group of listed buildings and commercial premises. The town developed from the 12th century onwards and a few buildings from the 14th – 16th century are still present. The Deer Park lies to the north of Odiham, adjacent to the settlement boundary and there is a library located just off the main street. There is no train station, so residents travel to Hook or Winchfield station to access the rail network. There is reasonable access to other settlements via the A287 and the M3.
30. North Warnborough is a linear village arranged along the River Whitewater, north of Odiham. The village is primarily residential, relying on schools and shops elsewhere, particularly Odiham and Hook. There is no train station within the village, the nearest is Hook or Winchfield station. The village is accessible to surrounding areas via the A287 and nearby M3. There is a local gap between Odiham and North Warnborough.
31. The District as a whole has a varied and highly valued landscape embracing heathland, historic parkland, forestry, woodlands, pastoral farmland, open downland and river valleys. Several meandering river valleys cut across the central part of the District including the River Whitewater and River Hart. The Blackwater Valley forms the county boundary between Hampshire, Berkshire and Surrey. The overall quality of the landscape of the District is high in comparison with many other parts of the South East.

## Population and Housing

32. The mid-year population in 2014 was 93,300. Forecasts predict the population will grow to 99,100 by 2021. According to the age profile of the District (based on the 2011 population census), 43% of the residents are aged between 30-59 years old. A further 24% are between the ages of 0-19 years, which indicates that the District is an attractive place for families to locate. Indeed, a third of the District's households are families. The situation is similar across the rest of the Housing Market Area (HMA) in Surrey Heath and Rushmoor. However, nearly a fifth of the population are aged 65 and over and this age group has been steadily increasing since 2001.
33. There are 35,500 households (2011 census) with 78% of these households owned by residents and the average house price just above £400,000. This may be due to the area's commutability to London, with the train only taking an hour into the capital.
34. Reflecting most of the South East, the District has high housing costs with house prices over 11 times workplace earnings, and a significant need for affordable housing.

## Housing Market Area

35. The Strategic Housing Market Assessment (2016 SHMA) identifies significant housing linkages between Hart, Rushmoor, and Surrey Heath. In terms of migration, Hart, Rushmoor, and Surrey Heath are linked closely to one another. The 2016 SHMA also identifies that there are key travel to work flows between the three authorities. It therefore concludes that the three authorities comprise a single Housing Market Area (HMA), which corroborates the long history of the three authorities working together in terms of planning to meet housing needs at a strategic level.

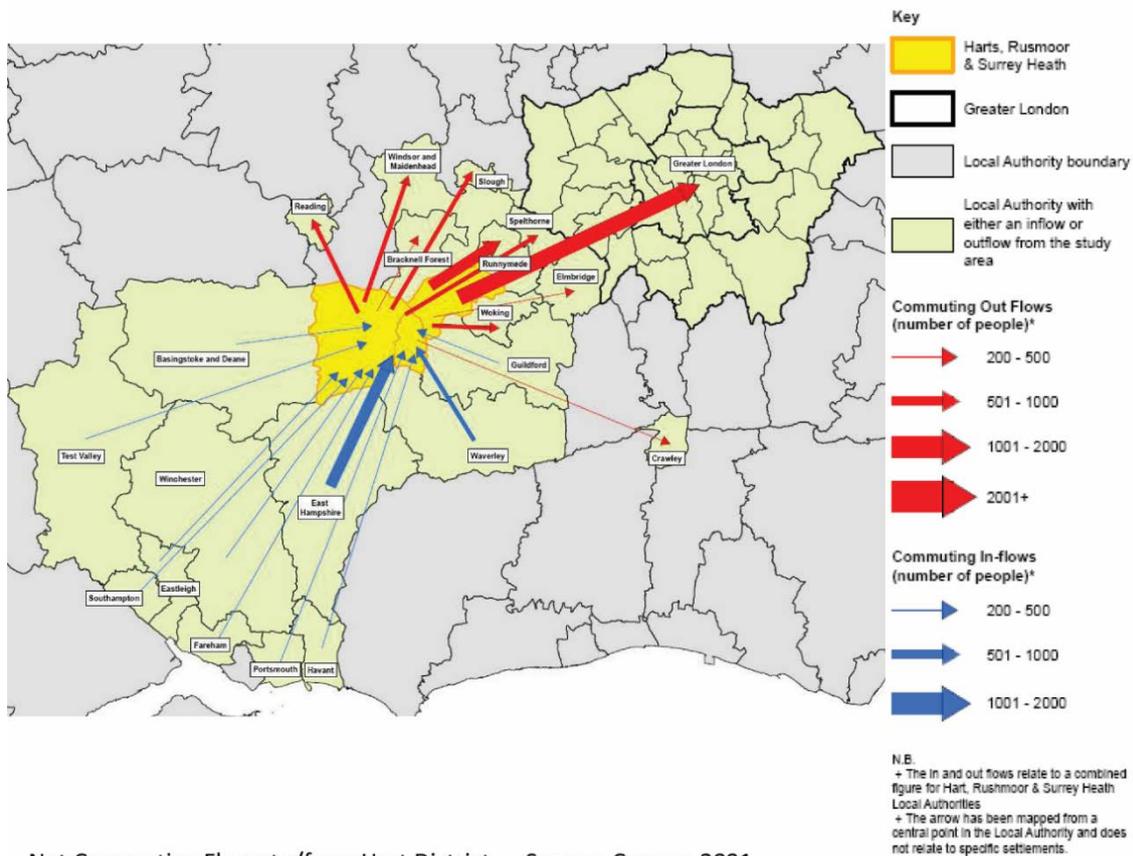
## Economy and Employment

36. The geography of economic activity is increasingly complicated. People often live, work and undertake leisure activities in different administrative areas. Functional economic geography relates to the real area within which an economy operates, rather than simply following administrative boundaries. To inform the preparation of the new plan, we commissioned a [Functional Economic Area \(FEA\)](#) analysis report in October 2014 which confirmed that we should work with Rushmoor and Surrey Heath to produce an update to the joint Employment Land Review 2009.
37. The [Hart, Rushmoor, Surrey Heath Employment Land Review 2016](#) update confirmed that the FEA has a successful economy that has generated over 10,000 additional jobs between 2009 and 2015. The local economy has been resilient throughout the economic downturn. This is attributable to the broad range of businesses across a wide range of sectors to be found in the FEA. Productivity

(measured by Gross Value Added (GVA) per worker) within the FEA labour force is lower than Enterprise M3 LEP and national averages, although there are significant variations between the three local authority areas. Self-containment within the FEA is 53%, which is not surprising given the dense pattern of urban settlements in the wider area and opportunities for residents in the three local authority areas to commute into London and other economic centres.

38. However, more locally, whilst a high proportion of those people who live in the District also work here too, the District itself is far from being self-contained. 62% of those who work commute out of the District to other local authority areas.

Figure 3 Net Commuting Flows to/from Hart District



Net Commuting Flows to/from Hart District Source: Census, 2001

39. The District itself has a diverse economy accommodating a range of sectors with over 5,000 businesses being registered in 2016 of which 91% are categorised as micro firms. The District is also home to some large corporate headquarters including Virgin Media, Serco and Surface Technology International.
40. Our business base is diverse with strengths in professional services, niches in telecommunications, data processing, specialist electronics and a growing hospitality sector. The local economy benefits from good strategic transport connections, and has a very high rate of GVA per head (over £52,000) partly as a consequence of a highly qualified workforce. One of our key objectives is to maintain and, where possible, enhance this economic diversity. To do this we will

require the provision of employment land and premises of the right quality, type and size.

41. We have a strong rural economy that is highly reliant on local and regional markets. Whilst businesses benefit from the space and the high quality environment, mobile phone signal coverage and broadband speeds are identified as constraints to businesses.
42. Approximately 49,000 residents are in employment, equivalent to 83% of the working age (16-64) population. Around 11% of the employed residents (7,700) are self-employed which is lower than regional averages, but higher than national averages.

## Retail and Shopping

43. Fleet is the major settlement in the District, providing a range of shopping, employment and leisure facilities. It is the only defined town centre within Hart. Hook, Yateley and Blackwater are defined as smaller district centres, and Hartley Wintney and Odiham are identified as local centres.
44. Fleet is a second tier centre that falls within the sub-regional shopping catchment areas of Guildford, Basingstoke and Reading. It competes primarily with other medium sized town centres such as Farnborough, Aldershot, Farnham, Bracknell and Wokingham. Hart residents have good access to regional and sub-regional centres, as well as having a choice of smaller centres for day to day shopping needs. The outflow of retail expenditure from the District, particularly in terms of comparison goods spending, is relatively high and is likely to remain high in the future.
45. The challenge for Fleet specifically, will be to secure investment so that it can compete with the comparable towns in neighbouring district. All the neighbouring towns are subject to regeneration or expansion projects. There will be continued scope to diversify, for example the evening economy, leisure and entertainment and more focus on convenience and service, but comparison retail will still be the driver of growth.

## Sport and Leisure

46. The District benefits from good areas of open space for informal recreation. These include green corridors such as the Blackwater and River Hart Valleys, the Basingstoke Canal and semi-natural green spaces such as Fleet Pond, Yateley Heath and Warren Heath. Fleet Pond Nature Reserve, Hartley Wintney Commons and Elvetham Heath Nature Reserve have obtained '[Green Flag Awards](#)' as being prestigious green spaces.

47. A number of exciting sports facility projects have recently been completed. The new Hart Leisure Centre and the refurbished Frogmore Leisure Centre will both improve the quality and variety of sport and leisure facilities available to local people.

## **Health and Wellbeing**

48. The District performs exceptionally well against a range of measures related to health and wellbeing. For example, it is the least deprived local authority area in England on the Index of Multiple Deprivation 2015, it has high participation rates in sport (above the national average and the average for the South East) and life expectancy is above the national average.
49. Access to health and social care services is a more challenging issue for the District, particularly given the ageing population, the rural nature of the District and poor public transport in many areas.
50. Ten GP surgeries are located in the larger towns and villages, and eleven dental practices. There is also the Fleet Community Hospital and the Odiham Cottage Hospital which provide a range of services including out-patient clinics, community nursing and social day care services. However the District does not have any large hospitals. Instead residents rely on Frimley Park Hospital to the east and Basingstoke Hospital to the west, both out of District. Clare Park Hospital near Crondall offers private healthcare services.
51. We work with health and social care service providers including the Clinical Commissioning Groups and Hampshire County Council (HCC), through the Hart Health and Wellbeing Partnership, to improve the provision of these services. Changes to the population, both in terms of its size and its demographic structure, combined with funding pressures, drive a need for regular reviews of the ways health services are delivered. Where changes to the health care estate are required as a result of new development, or because of new approaches to service delivery, we will seek to facilitate those changes wherever possible through the local plan policies and proposals.

## **Education and Schools**

52. The area has good schools and high levels of education attainment: 37% of the adult population hold a degree, and 48% hold an NVQ level 4 or higher.
53. There are 28 infant/junior/primary schools and 5 secondary schools in the District. Yateley School is the only school with a sixth form. Many students therefore travel outside the District for post-16 education, for example to Farnborough's Sixth Form College and College of Technology. Pre-school (nursery) education is provided through both private and public organisations, registered with HCC.

54. Several schools in the District have, or are being expanded, particularly in the Fleet/Church Crookham, Hook and Odiham areas, and further additional places will be needed to support the growing population. However not all school sites can easily be expanded to accommodate future growth, and this is particularly relevant in relation to providing secondary education capacity.
55. HCC is the Education Authority with responsibility for school place planning in the District. We will continue to work with HCC to facilitate increases in school capacity, or to secure new schools with new development.

## **Transport and Travel**

56. The District benefits from good strategic road and rail links to London, the Midlands and the south coast.

### **Motorways and Strategic Roads**

57. The M3 motorway runs through the District providing good connectivity to the west of London (and the M25 London Circular) and the south coast, including the ports of Portsmouth and Southampton. The close proximity of the District to the M4, M25, A34 and A303 means that the area is well connected to the strategic road network in all directions.

### **Rail**

58. We are well connected by rail with four stations. Fleet has a relatively high frequency of services to London Waterloo. Winchfield and Hook provide less frequent stopping services to London Waterloo. Blackwater Station provides regular services to Guildford and Reading.

### **Airports**

59. There is good access to Gatwick Airport by rail, and by road to Heathrow and Southampton Airports. Locally, Farnborough Airport with its specialist business aviation operation lies immediately to the east of the District. Blackbushe Airport lies within the District and also caters for business and recreational aviation. RAF Odiham is an operational military airfield.

### **Local Travel**

60. The nature of the District means that residents within the main towns and settlements are better able to access a range of facilities by walking, cycling and public transport. However, there is relatively limited public transport availability in many parts of the District, particularly the more remote rural areas and between its main towns such as Yateley/Blackwater and Fleet, which limits accessibility to facilities and services for residents. The District has the second highest level of car ownership in the country (Source: Census 2011) which impacts on traffic movements both within and outside the District.

61. There is peak hour congestion, both on rail and road networks and we are working with partners such as the Department for Transport, the Local Enterprise Partnership (Enterprise M3) and rail operators to improve transport infrastructure within the District.

## Environment and Heritage

62. There are a range of sites in the District designated for their international, national or local biodiversity importance. One of the South East's most important natural assets, the [Thames Basin Heaths Special Protection Area](#) (TBHSPA), covers large parts of land in the north and east of the District. In addition to the TBHSPA there are a large number of sites of national and local importance including Sites of Special Scientific Interest (SSSIs), National and Local Nature Reserves and Sites of Importance for Nature Conservation (SINCs).
63. The District also benefits by having a diverse heritage underpinned by its special character which includes over 1,000 listed buildings, 10 scheduled monuments, 8 registered historic parks and gardens, and more than 30 conservation areas.
64. Together, these features provide an attractive, popular environment for residents, businesses and visitors.

## Flooding and Water

65. The District is potentially at high risk of flooding from a range of sources, such as fluvial, surface water, groundwater, and sewer flooding. We are also at risk from flooding from artificial sources such as the Fleet Pond Reservoir and in some areas the Basingstoke Canal. The District has a large number of watercourses (over 30) and some of the District lies within '[Flood Zone 3](#)' (areas identified as being subject to a high probability of flooding).
66. The top four urban areas at risk of fluvial and surface water flooding are Fleet, Yateley, Blackwater/Hawley and Crondall. These areas along with Hook, Eversley and North Warnborough make up the majority of the area at risk of groundwater flooding. External sewer flooding is concentrated in the northern half of the District, with northern Fleet being the worst affected.

## Utilities, Telecommunications and Media

### Water

67. Water supply in the District is the responsibility of South East Water (SEW). SEW's Water Resource Management Plan (WRMP14) sets out how it plans to secure water supplies to meet demand over the period 2015 to 2040.

### **Waste Water**

68. Wastewater is the responsibility of Thames Water (TW). TW has significant concerns regarding the capacity of the existing wastewater infrastructure in the District to cope with new development.

### **Telecommunications**

69. The provision of telecommunications infrastructure, including broadband, is the responsibility of private telecommunications companies. The main telecommunications issue is the need for superfast broadband infrastructure in rural areas. This issue is identified in the Council's [Economic Development Strategy](#) as a particular problem for rural businesses.

### **Hampshire Broadband Programme**

70. To address this problem funding has been made available by both central and local government to ensure that broadband infrastructure is delivered to the majority of the population. Under the [Hampshire Broadband Programme](#), much of the District, including most of its rural areas, should have superfast broadband coverage by December 2017, although a few places may still remain without coverage.

### **Other Utilities**

71. Power, gas and water networks will need to be considered when planning the District's future. We are working with energy and water providers as part of the plan-making process

## **Identifying the Key Issues for the Hart Local Plan: Strategy and Sites**

72. Having regard to the above context and characteristics of the District, a number of issues relevant for consideration in the Local Plan were identified through the following means:
- A review of the challenges and priorities identified in the withdrawn Core Strategy, and the comments that had been made on them;
  - A scoping of key national planning policy documents;
  - A scoping of key regional and sub-regional documents;
  - A scoping of key County wide studies;
  - A scoping of key local strategies;
  - Feedback on the Housing Options Consultation, 2014 and 2016;
  - The findings of the Sustainability Appraisal Scoping report; and
  - Assessment of Planning related evidence.
73. Further detail on these can be found in the Local Plan Scope Background Paper. As a result of this scoping the Key Issues identified as being relevant for consideration (not in any particular order of priority) are the need:

## Key Issues

- 1 To make provision for the new homes needed in the area, including affordable housing particularly for subsidised rent.
- 2 For housing to meet the needs of all sectors of the community particularly for older people and/or the disabled.
- 3 To facilitate sustainable economic growth in the context of the wider Enterprise M3 Local Economic Partnership area, and the Functional Economic Area within which Hart sits, and the need to provide for healthy town, District and local centres to serve the needs of residents.
- 4 To ensure that the impacts on infrastructure (including transport, education, and community leisure facilities) arising from new development are adequately mitigated where necessary through infrastructure improvements.
- 5 To promote a healthy rural economy, and to maintain the viability of rural communities.
- 6 To deliver development where possible, which respects the separate character and identity of Hart's settlements and landscapes.
- 7 For development to be well-designed, creating safe, inclusive and cohesive environments where new housing is successfully integrated with existing communities.
- 8 To promote and improve sustainable transport particularly given the relative lack of sustainable transport options in what is a largely rural area, the pressure on highway infrastructure including the M3 motorway and its junctions in Hart (4a and 5) and a railway network at capacity at peak periods.
- 9 To deal with climate change both in terms of mitigation and adaptation.
- 10 For development to be safe from flooding and not to increase the risk of flooding.
- 11 To protect and enhance water quality and the ecological status of water bodies.
- 12 To protect and enhance biodiversity including the protection of sites designated for their ecological importance. This includes the need to ensure that new development does not adversely affect the Thames Basin Heaths Special Protection Area (TBH SPA).
- 13 To protect and enhance the District's green infrastructure.
- 14 To conserve and enhance the District's heritage assets and their settings.

# Vision and Objectives

74. A key element of the local plan process is to set out a long term vision as to how the District will look at the end of the plan period and to develop a set of strategic objectives to support the delivery of the vision.
75. The plan has a crucial role to play in promoting and delivering sustainable communities. The overarching objective is to help ensure that we deliver a positive, lasting legacy of places in which people actually want to live and work.
76. Through this plan we are seeking to deliver vibrant communities with a distinct identity, in keeping with the character of their surroundings, and which enhance the local landscape and biodiversity. We want to ensure that development takes place in the right place at the right time and makes a positive contribution to people's lives through the provision of homes and jobs alongside social and leisure opportunities. Simultaneously we must look to protect and enhance the natural and historic environment, and conserve the countryside and open spaces.

## Our Vision

***In 2032 the District will still be an attractive, largely rural area with thriving towns and villages and a variety of landscapes. Our residents will be enjoying an excellent quality of life in a high quality environment.***

***We will have played our role in meeting future housing, social and economic needs. This includes meeting the need for affordable housing, accommodation for the elderly, and other forms of specialist housing.***

***The priority will have been given to the effective use of previously developed land ('brownfield land') so that 'greenfield' development will have been limited, albeit that the scale of new housing planned will undoubtedly have had an impact on the size and nature of our present communities. Some villages will have grown substantially. Others will have seen little or no development. However, no place will have been excluded from appropriate and sustainable development simply because it lacked certain services or accessible infrastructure.***

***Additional affordable homes in rural villages and hamlets will have improved opportunities for local people to continue to live in them and will have improved the sustainability of smaller communities. Alongside this, a positive approach to the rural economy will have enhanced opportunities for rural businesses and employment.***

***New communities will have been created at Murrell Green and Hartland Village. They will be genuinely attractive new neighbourhoods and community focused developments which enhances the quality of life within the District.***

**All new developments will have been built to a high level of environmental and design standards, respecting local character and distinctiveness and providing measures to adapt to and mitigate the impacts of climate change. The coalescence of settlements will have been avoided through the protection of designated 'Gaps'.**

**Fleet will have maintained and developed its role and function as the main service centre, providing employment and a range of accessible services and facilities to the surrounding villages. Historic villages such as Odiham and Hartley Wintney will be vibrant centres providing facilities for residents and visitors. Other key local centres in Yateley, Blackwater and Hook, will support shops and services for their respective local communities.**

**Additional employment sites will be developed at Murrell Green and at the site of Eversley Storage. The rural economy will have continued to diversify and will support a range of micro-businesses, in turn supported by improved broadband infrastructure.**

**Our social, physical and green infrastructure will have been enhanced to support the changing population. New primary schools will have been built and land provided for a future secondary school. The quality and value of community and leisure facilities will also be maintained and enhanced. In particular the District leisure centre at Fleet opened in 2017, which, coupled with an improved leisure centre at Frogmore will provide an outstanding leisure offer.**

**Targeted improvements to our transport infrastructure will have taken place to widen transport choices and to help improve accessibility and connectivity both within and beyond the District, although it must be recognised, that in many areas the only choice for travel may still be by car. The focus will have been on opportunities to develop sustainable and accessible transport networks including measures aimed at managing road congestion, improving public transport where viable, and opportunities for walking and cycling, and improving access to town centres and other shops and services.**

**The character, quality and diversity of our natural, built and heritage assets will have been protected, and where possible enhanced. These assets include the Thames Basin Heaths Special Protection Area (TBHSPA), Sites of Special Scientific Interest (SSSI) and other protected habitats, such as the Basingstoke Canal, the chalk downland in the south west of the District, riverine environments, the Forest of Eversley, Historic Parks and Gardens, Conservation Areas, Listed Buildings and Scheduled Ancient Monuments.**

## Our Local Plan Objectives

77. The following objectives (in no particular order) provide the link between the Vision and the proposals in this plan.
- 1 To plan for sufficient land to be available for 10,185 new homes to be built in the District in the period 2011 – 2032 such that it provides a continuous supply of housing and to work in cooperation with our neighbours to ensure that the wider housing needs of the Hart/Rushmoor/Surrey Heath housing market areas are met.
  - 2 To deliver sustainable new communities at Murrell Green (1,800 new homes) and Hartland Village (1,500 new homes) by 2032.
  - 3 To provide new homes of a mix of sizes and tenures to meet the current and future needs of Hart’s residents, including a viable mix of affordable housing; new homes and care accommodation to meet the needs of an ageing population, and homes for other specialist groups.
  - 4 To support the vitality and viability of the District’s town and village centres to serve the needs of residents.
  - 5 To support economic growth by protecting and providing a range of size and types of employment land and buildings, including those supporting the rural economy, to meet future needs and to contribute to economic growth both in the District and the wider Hart/Rushmoor/Surrey Heath functional economic area.
  - 6 To ensure that transport, social and physical infrastructure required to support new development is delivered in a timely and coordinated manner including through partnership working with infrastructure providers and neighbouring local authorities.
  - 7 Through partnership working with the education authority (Hampshire County Council) to plan for the provision of sufficient primary and secondary school places to support the need arising from future development, including delivery of a site for a new secondary school.
  - 8 To conserve and enhance the distinctive built and historic environment in the District including the protection of heritage assets and their settings.
  - 9 To maximise opportunities for sustainable transport infrastructure that supports new development, including facilities for walking, cycling and public transport, and the delivery of measures to minimise, or mitigate the impact of new development on the existing network.

- 10 To protect and enhance the District's natural environment, including landscape character, water resources and biodiversity, including ensuring appropriate mitigation is in place for new development to avoid any adverse impacts on the Thames Basin Heaths Special Protection Area (TBHSPA).
- 11 To reduce the risk of flooding by directing development away from areas at risk of flooding, ensuring appropriate mitigation is in place such as Sustainable Drainage Systems, and using opportunities offered by new development to reduce the causes and impacts of flooding.
- 12 To promote healthy and sustainable local communities through protecting and enhancing community, sport, cultural, recreation and leisure facilities, and through the delivery of a multi-functional green infrastructure network across the District.
- 13 To ensure new development is well designed creating safe, inclusive environments and taking account of character, local distinctiveness and sustainable design principles.
- 14 To provide measures for adapting to the impacts of climate change and reduce the contribution of new and existing development to the causes of climate change including more efficient use of energy and natural resources and increased use of renewable low carbon energy infrastructure.

# Our Spatial Strategy

78. The purpose of a local plan is to set out what type and level of development will take place, where it will take place and when it will take place. This is set out in overarching terms in a 'spatial strategy' policy. Our Spatial Strategy policy identifies the number of new homes that will be built over the plan period (2011-2032), where opportunities to provide new jobs will be created or protected, and where infrastructure and services will be required.

## Evolution of the Strategy

79. The Spatial Strategy has been informed by a range of factors. These include the need to be consistent with National Planning Policy, and the need to have regard to other Council plans and strategies, technical evidence and testing and input from previous consultations. In preparing the Spatial Strategy we have sought to achieve the right balance between conserving the District's character and delivering new development to meet the needs of all of our residents, workers and visitors.

## Evidence Base

80. The plan must be consistent with National Planning Policy, which sets out that we should positively seek opportunities to meet the development needs of our area. We have used a range of evidence to identify future needs and to inform the preparation of the Spatial Strategy. The key documents are:
- [Strategic Housing Market Assessment, 2016](#) ('SHMA 2016') – A joint study with Rushmoor and Surrey Heath which identifies our objectively assessed housing needs.
  - [Employment Land Review 2016](#) ('ELR 2016') - The focus of the study is on strategic employment land issues across the Functional Economic Area, taking account of demand/supply factors.
  - Retail, Leisure and Town Centres Study, 2015 – This Study comprises two separate parts:
    - [Part 1](#) addresses the joint development needs of Hart and Rushmoor for retail, leisure and town centre uses.
    - [Part 2](#) provides an audit and review of the existing centres, as well as identifying the capacity to accommodate new town centre development requirements.
  - [Hart Gypsy and Travellers Accommodation Assessment 2016](#) – This Study assesses the needs of the gypsy and traveller community.
81. Other information has also informed the availability and suitability of sites for future development. This includes the [Strategic Housing Land Availability Assessment](#) ('SHLAA 2016'), which identifies potential land that might be available and assesses the suitability, availability and achievability of sites with a realistic potential of being developed. We have also carried out a series of high level and detailed site assessments on potential sites, and appraised different

strategies against our [Sustainability Appraisal](#) objectives through the Sustainability Appraisal process.

82. Other evidence on infrastructure and environmental constraints has also informed the Spatial Strategy and the location of future development. All the evidence base documents referred to above can be viewed on our website at [Local Plan Evidence base](#).

## Previous Consultation

83. This Spatial Strategy has also been informed by the responses received to previous consultations on different options for the location of future housing. In August 2014 we consulted on [Housing Development Options](#) and a [summary of the responses received](#) was published in November 2014.
84. In February 2016 we consulted further on [Refined Housing Options](#). In addition, views were sought on [specific sites](#) identified as having housing potential within each Parish. The results of the 2016 Consultation can be found at: [Refined Housing Options Consultation Responses](#)

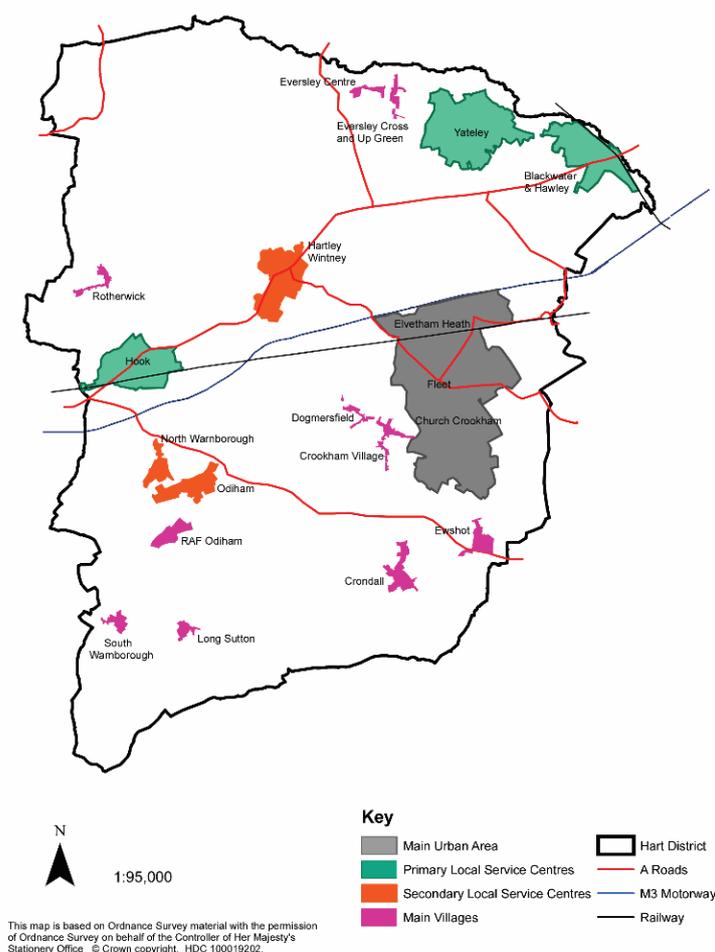
## Other Factors

85. Other inputs which influence the choice about where new development can take place include saved [Policy NRM6 of the South East Plan](#), which requires priority to be given to directing development to those areas where potential adverse effects on the [Thames Basin Heaths Special Protection Area](#) can be avoided without the [need for mitigation measures](#). However, this policy is just one consideration for the purpose of achieving net gains across all three environmental, social and economic aspects of sustainable development. We also need to avoid building on areas such as those liable to flood as well as protecting Sites of Special Scientific Interest (SSSIs), and designated heritage assets (including historic parks and gardens).
86. There are other policy considerations that need to be reflected by the Spatial Strategy. For instance, we think that whatever future approach for growth is ultimately adopted, the emphasis should firmly be on using previously developed land which can be viably developed, and where the necessary infrastructure can also be delivered. We have also agreed that the provision of essential infrastructure, including a site for a secondary school, is a strategic priority.

## Our Settlement Hierarchy

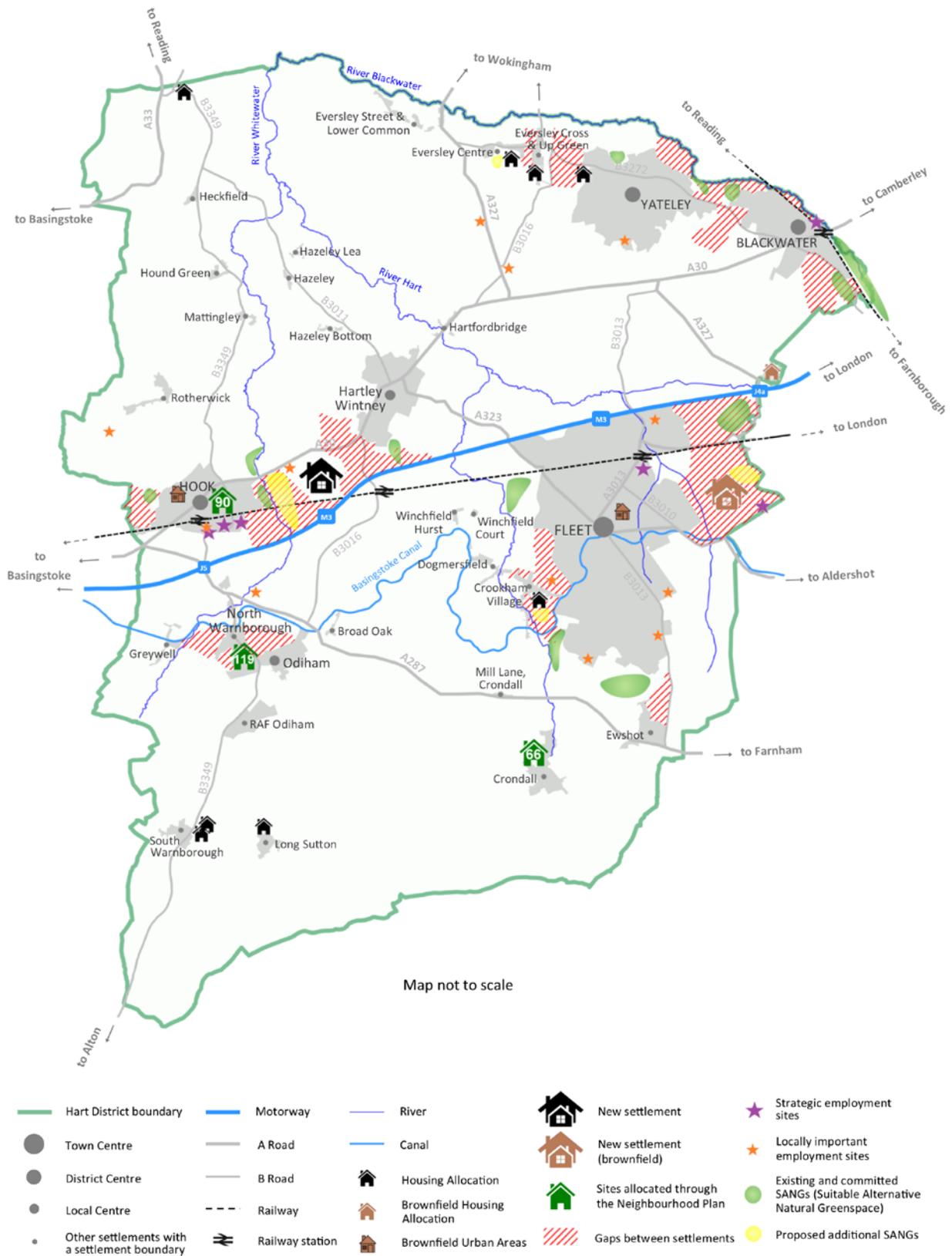
87. Understanding the nature of our towns and villages and how they inter relate and link with places outside the District is a vital part of our strategy. Movement patterns are complex and vary with the purpose of the journey. Some key services such as main hospitals and larger shopping centres will continue to be provided outside the District, particularly in Basingstoke, Guildford, Reading, and Camberley.
88. We have around 35 settlements scattered across the District, although some are just isolated groups of houses with no community facilities. We have categorised the settlements within the District by the services and facilities they offer ([Settlement Hierarchy for Hart District 2010](#)). We looked at these against a range of criteria on employment opportunities, schools, health services, recreation and leisure opportunities, shops accessibility and population. All our towns and villages have been categorised by “tiers”.

Figure 4 Hart District's Settlement Hierarchy



89. There is a clear distinction between the villages in the settlement hierarchy and we will be directing development through this draft local plan to the most sustainable locations (Tier 1-4 settlements).
90. It is not expected that the small villages and hamlets (Tier 5 Smaller villages) will be a significant source of housing supply. However, it is possible that some development proposals may come forward over the plan period in these villages, such as single dwellings, infilling and conversion from other uses. Such proposals will be considered on their individual merits against the relevant policies in the Local Plan.
91. Some of the smaller villages may wish to prepare neighbourhood plans and we will support them to bring these forward.

Figure 5 The Spatial Strategy



## A Place to Live - Delivering New Homes

92. Good quality housing is a fundamental need that plays a significant role in shaping our lives and our communities. A home is a vital part of people's lives and contributes to creating a safe, healthy and prosperous society. The planning system can play a positive and supporting role in the delivery of homes to meet the full range of housing needs of society, within the wider framework of sustainable development.
93. National planning policy requires us to make sure that we meet our full objectively assessed housing needs for market and affordable homes (OAHN) in the Housing Market Area (HMA). The HMA within which the District falls comprises the administrative areas of Hart, Rushmoor and Surrey Heath.

### Our Objectively Assessed Housing Need for market and affordable homes (OAHN)

94. In 2016, together with our HMA partners, and using government guidance, we commissioned an updated [Strategic Housing Market Assessment 2016](#) (2016 SHMA) to understand how many new homes we needed to provide. The 2016 SHMA looked at both expected growth in population, migration, anticipated economic growth, and made an initial assessment of the need to support affordable housing provision.
95. The 2016 SHMA identifies Hart District's OAHN to be 382 new homes per annum. This equates to 8,022 new homes over the plan period (2011-2032). In addition, we have made a separate policy decision to include an additional uplift to help us meet our priority need for subsidised affordable rented homes. This means that in total we are planning to deliver 10,185 new homes over the plan period. We think that this is an appropriate response to meeting our housing needs. Not only does this go beyond the economic growth housing requirement for the District, but it also provides an uplift to deliver much needed affordable housing beyond the limited amount identified in the 2016 SHMA.

### Meeting our Neighbours' unmet need for New Homes

96. Under our statutory [Duty to Cooperate](#) we are also working in cooperation with our HMA partners to ensure that the OAHN of the whole of the HMA is delivered. The current position is that Rushmoor has confirmed that it can meet in full its OAHN. The position regarding Surrey Heath is that it has not yet produced a draft plan so at this time (April 2017) it cannot demonstrate any potential unmet need. Surrey Heath has however said that it will use its best endeavours to meet its OAHN. This includes working with government on both the One Public Estate and Garden Village programmes. Surrey Heath will also be looking at urban regeneration and settlement boundary reviews. A further call for sites by Surrey Heath is to be undertaken to ensure that its housing land supply is as robust as possible.

97. We will continue to work with our HMA partners to support and plan for any potential unmet housing needs and other strategic matters, recognising the different stages of plan making which have been reached. The appropriate level of new housing and employment will be monitored and a review undertaken five years following the adoption of the Local Plan and periodically thereafter, taking into account the most up-to-date evidence available at that time.
98. This will be done through Annual Monitoring Reports and ongoing liaison under the Duty to Co-operate with our neighbours. If we need to meet any additional need for more homes, we will carry out a partial review of the local plan. A review of the plan would take the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated within the District.

### **Affordable Homes and Flexibility**

99. The Government expects local authorities to consider applying an uplift to housing targets to meet affordable home needs, particularly in areas where the problems of affordability are pronounced. Hart District is one of these areas. It is one of the least affordable areas in England outside of London. Around 40% of newly forming households in the District have incomes so low that they cannot rent or buy in the local area.
100. In our 2016 SHMA we have estimated the number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market. The greatest need is to provide subsidised rented new homes. Prioritising this need is consistent with our Housing Strategy, which includes specific initiatives to help those with the least ability to afford market homes.
101. We have considered this issue in the context of its likely delivery as a proportion of mixed market and affordable housing developments. We are consulting on a proposal to increase the total new home requirement included in the local plan. This will help deliver the number of affordable rented homes we think we need.

*Table 1 Affordable Housing Uplift*

Subsidised Rental Homes	562
Shared Ownership/Starter homes	303
Market Homes	1,298
<b>Total</b>	<b>2,163<sup>1</sup></b>

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<sup>1</sup>For sake of clarity, this assumes that 40% of new homes would be affordable housing, and that 65% of the affordable housing would be subsidised rented housing (social or affordable rented accommodation).

102. We will achieve the additional affordable housing by applying Policy SC8 (Affordable Housing) to individual planning applications for new housing. Rural exception sites (50 homes) can also contribute to meeting local affordable housing needs.
103. The Government also expects some flexibility in our plan to allow for change and uncertainties over the plan period. Whilst there is no specific national guidance setting out how that contingency should be expressed, the uplift proposed in our plan gives us a good degree of flexibility and resilience to allow for any delays or non-delivery of sites over the plan period. The contingency will also help buffer the Council from any immediate shortfall in delivery across the HMA area.

## How we will meet our Housing Needs

104. Since 2011 (the start of the Plan period) 5,304 homes have already been built or permitted. Allowing for ‘windfalls’ from unidentified small sites, this means we need to plan for 4,591 new homes to 2032.

*Table 2 New Homes Left to Plan (NHLtP)*

Hart District's need for new Homes (2011-2032)	<b>10,185</b>
New homes built as at 31 January 2017	-2,160
New homes planning permission as at 31 January 2017	-3,144
Windfall Allowance on Small sites <sup>2</sup>	-290
<b>New homes left to Plan (NHLtP)</b>	<b>4,591</b>

## Previously Developed Land (‘Brownfield Land’)

105. Since 2011, 63% of all new homes completed within the District have been built on ‘Brownfield’ land<sup>3</sup>. Our preference is still to deliver as much of our NHLtP as possible on previously developed land.

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<sup>2</sup> Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

<sup>3</sup> Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

106. For draft local plan purposes however, we can only rely on sites which have a reasonable level of certainty to count towards our housing target. So for example, whilst there is likely to be some additional take-up of permitted development rights to convert offices to residential uses, this is difficult to quantify over the plan period unless site promoters/owners make land availability known to us.
107. Although there are brownfield opportunities within the District which may still come forward for development, there is not an unlimited supply of brownfield land. Therefore, while many new homes will be built on brownfield sites (where possible and if they are viable), there is a need to develop ‘greenfield’ sites<sup>4</sup>.
108. Nevertheless, our strategy for delivering the NHLtP includes a significant proportion of ‘brownfield’ opportunities which includes a new community to be delivered on the site of the former Pyestock National Gas Turbine Establishment (Hartland Village)<sup>5</sup> as well as extending the residential redevelopment opportunity at the Sun Park site adjacent to M3 Junction 4a.
109. Number of new homes identified from ‘brownfield’ SHLAA sites being promoted by landowners for development<sup>6</sup>

*Table 3 'Brownfield' Site promoted in the SHMA*

Hartland Village	1,500
Sun Park	320
Fleet	200
Hook	10
<b>Total</b>	<b>2,030<sup>7</sup></b>

110. Given the relatively unpredictable nature of ‘brownfield’ sites, this source of supply will continue to be updated and reviewed throughout the plan period.

### **‘Greenfield’ Land**

111. The evidence is that not all of our need for new homes can be met through ‘brownfield’ sites alone. Other options are needed as well. Inevitably these will be on ‘greenfield’ sites adjacent to existing settlements.

<sup>4</sup> Land that has not previously been developed.

<sup>5</sup>Hartland Village currently benefits from planning permission for a major distribution centre of 1,350,000m sq ft which was granted planning consent by the Secretary of State in 2009.

<sup>6</sup> Sites that are being promoted for development by the land owners through the SHLAA process and where it is known that the site is deliverable now, free from constraint, and is capable of development (see definition on page 22 in the [Refined Options for Delivering New Homes \(February 2016\)](#)).

<sup>7</sup> These numbers are derived from sites that are being promoted for development by the land owners through the SHLAA process and where it is known that the site is deliverable now, free from constraint, and is capable of development (see definition on page 22 in the [Refined Options for Delivering New Homes \(February 2016\)](#)).

112. In the case of Odiham, the Neighbourhood Plan has identified specific site allocations (119 new homes) which has meant that the community itself has chosen how to manage which land will come forward for development. In the parishes of Hook and Crondall the respective Neighbourhood Plans are being prepared on the basis that they too will allocate sites (Hook 87 new homes and Crondall 66 new homes<sup>8</sup>). This amounts to 272 new homes in total.
113. In the absence of other Neighbourhood Plan site allocations, the draft plan must itself identify sites to meet the future need for new homes. Following sustainability appraisal and individual site assessment land on the edge of the settlements identified in Policies SSI and SC5 and as shown on the Policies Map is allocated for development

*Table 4 Allocations on edge of settlements*

Crookham Village	100 <sup>9</sup>
Eversley	124
Land adjacent to Riseley <sup>10</sup>	83
Long Sutton	10
South Warnborough	34
Yateley	88
<b>Total</b>	<b>439</b>

### **New Settlements**

114. New settlements can meet the need for new homes. The new settlement option was also the most favoured option by the public in the 2016 Refined Housing Options consultation.
115. The options for the delivery of a new settlement have been explored and these include Murrell Green, the area around Winchfield Station, Lodge Farm, and Rye Common. The two best performing opportunities are Murrell Green (up to 1,800 new homes), or a 3,000 new home settlement (up to 2,200 new homes within the Local Plan period) centred on the area around Winchfield Station.
116. Based on current judgements, Murrell Green (up to 1,800 new homes) is the most favoured option (see Policy SC2). It is deliverable and considered the most suited to meeting the housing needs of the District within the plan period.

<sup>8</sup>These numbers are derived from high level capacity assessment of sites that we would otherwise have identified for allocation through this draft local plan.

<sup>9</sup> A development opportunity comprising a 160 unit Care Village and a 64-bed Care Home

<sup>10</sup>Whilst Riseley itself is in Wokingham District, the site allocated lies to the south of the village and is in Heckfield parish.

## Strategic Urban Extensions

- I17. Urban extensions were the least popular public choice in the 2016 Refined Housing Options consultation. In the majority of cases they do not provide a grand vision, and often delivery no community cohesion or sense of place.
- I18. The three best performing options for strategic urban extensions (land west of Hook (Owens Farm)), Pale Lane, and Land north of Netherhouse Copse (Grove Farm)) have been assessed through the Sustainability Appraisal process. However, based on current evidence and our decision to ensure the delivery of land for a secondary school, no urban extensions have been allocated within this draft local plan as they are not considered necessary to meet our need for new homes.

## Specialist Accommodation

- I19. In addition to “general needs” housing, we also have a need to plan for new specialist care accommodation that will meet the needs of specific groups in the community.
- I20. The size of the older population (65+ years) has been increasing. The projected increase in the District is substantial, and is proportionally higher than for either the South East or for England as a whole. As a result, there is anticipated to be a growth in the demand for specialist care and institutional accommodation. The evidence for specialist accommodation however, cautions against a strict interpretation of the estimated needs. This is because there has been a move away from the traditional models of providing sheltered housing and care homes, towards the provision of extra care accommodation<sup>11</sup>. This provision can be considered as part of the mainstream requirement for “general needs homes” (Class C3).
- I21. The 2016 SHMA specifically identifies a separate need to provide for specialist housing in Use Class C2<sup>12</sup>, which (because of the methodology used in calculating housing needs) is a separate requirement in addition to the 10,185 homes identified in Policy SS1.

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<sup>11</sup>Extra Care Housing is housing designed with the needs of older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property. It comes in many built forms, including retirement villages.

<sup>12</sup>The [Town and Country Planning \(Use Classes\) Order 1987](#) (as amended): C2 Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

Table 5 Estimated need for Specialist Accommodation

Type of accommodation	Estimated requirement by 2032 (bed spaces)
Residential Care	685
Nursing Care	472
<b>TOTAL</b>	<b>1,157</b>

## A Place to Work – Employment and Economy

122. Historically, the District’s economy has been very successful, based on its location and the diversity of the sectors present. We have a strong and diverse economy, with a good balance of businesses in knowledge-based sectors.

### Establishing Employment Needs

123. Crucial to retaining existing businesses and attracting new businesses into the District is the supply of employment land and premises that meet identified needs. The [Employment Land Review 2016](#) (ELR, 2016) provides a detailed assessment of the supply of employment floorspace and land within the Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA) and the likely future demands.

### The Commercial Property Market

124. The aim of the Local Plan is to maintain and enhance our position as a prosperous community, which is vital in ensuring that the District remains a good place to live, work and visit. To achieve this our economic objective is to aim to:
- Retain and wherever possible allow the enhancement of existing employment areas; and
  - direct new employment provision to the most appropriate locations

### Office Floorspace

125. The majority of office floorspace is concentrated around Fleet with modern stock such as at Waterfront Business Park performing well due to its quality and prominent location adjacent to the town’s railway station. However, there appears to be an over-supply of lower grade offices with concentrations of dated, larger footprint buildings to the north of the town centre, specifically at Ancells Business Park, which is currently experiencing relatively high levels of vacancy. Although this is predominantly as a result of the larger footprint buildings being vacant, recently there have been a number of office to residential prior approvals permitted at Ancells Business Park but at the moment few have been built out.

126. The main office site in Hook is the modern Bartley Wood Business Park but here too the evidence is that vacancy rates are rising. There are also a number of offices to residential conversions which have recently received permission through the prior approval process and are under construction. The longer term future for the office uses at Bartley Wood is not good with little market indication that soon to expire leases will be renewed or taken up.
127. We will encourage the regeneration of our established employment areas and believe that the requirements for office accommodation can be met at these sites through the utilisation of vacant office buildings or the redevelopment of premises that no longer meet market needs. We do not need to make any additional provision for BI office space in this local plan.

### **Small business and rural enterprises**

128. Historically, there has been demand from small businesses, rural enterprises and some smaller office occupiers not requiring a town centre location. The types of premises available to such occupiers vary significantly from basic converted agricultural barns providing storage/workshop space, to purpose-built office buildings. Occupancy rates are generally high demonstrating that they meet a market need. We therefore need to make provision in the plan for new small scale industrial accommodation and resist the net loss of viable industrial floorspace.
129. In the meantime we will continue to support the regeneration of existing employment sites and also encourage appropriate employment development within the rural areas.

### **Town Centres and Shopping**

130. Retail planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Our plan should define a network and hierarchy of centres that is resilient to anticipated future economic changes and our overarching strategy is to support town centre vitality and viability.

### **Town Centre development**

131. The delivery of town centre redevelopment opportunities must be a priority. To help us assess our needs we jointly commissioned, with Rushmoor, a [Retail, Leisure and Town Centres Study, 2015](#). It confirms that there is a need to build some more retail floorspace within the District, not only to boost our retail offer and compete more effectively with other similar centres, but also to secure investment in our town centres, and Fleet in particular.

132. Policy SSI sets out the amount of new retail floorspace to be provided over the plan period according to whether it is for convenience<sup>13</sup> or comparison<sup>14</sup> goods. No specific provision is made for food and drink (A3- A5<sup>15</sup>) floorspace as these needs can be met through the planning application process in line with other policies in the draft local plan.

### **Overarching Strategy**

133. The overall strategy is to build on Fleet's strengths as the main shopping destination by consolidating and improving its retail offer within the primary shopping area and complementing this with a range of service uses. This has to be done through investment in new floorspace that is designed to meet modern requirements which then in turn will increase the attractiveness of the retail offer in Fleet.
134. As available premises and sites in Fleet cannot accommodate full retail floorspace needs, residential-led allocations creating new and improved village centres at Hartland Village and Murrell Green could provide for our remaining local shopping needs. This new retail floorspace should be designed to serve the local community. Any development at Murrell Green in particular will need to complement rather than compete directly with the shops in both Hook and Hartley Wintney.

### **Other retail development**

135. Development options for additional retail floorspace are limited in some of the other local centres, such as Hartley Wintney and Odiham, due to conservation designations in the villages. The strategy for these centres is to focus on the reoccupation of vacant units, and small scale intensification and extensions where appropriate.

### **Local Centres**

136. Other local centres across the District will continue to play a vital role in providing day to day shops and services that are accessible to residents in villages and rural areas. This approach can be supplemented through community led Neighbourhood Plans.

### **Policy SSI: Spatial Strategy: Scale and Distribution of Growth** **Development will be supported where it is consistent with the following broad spatial framework for the District:**

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<sup>13</sup>Durable goods such as clothing, household goods, furniture, DIY and electrical goods.

<sup>14</sup>Consumer goods purchased on a regular basis, including food, groceries and cleaning products

<sup>15</sup>The Town and Country Planning (Use Classes) Order 1987 (as amended)

- **Development will be focused within defined settlements and on allocated sites as shown on the Policies Map.**
- **Development in the countryside (i.e. outside defined settlement boundaries) will be supported but only where it:**
  - a) **accords with policies relating to the countryside (Policy MG5); or**
  - b) **is on previously developed land (see Policy MG2); or**
  - c) **is allocated for development.**

### **New Homes**

**Subject to the availability of deliverable avoidance and mitigation measures in respect of the Thames Basin Heaths Special Protection Area, provision is made for at least 10,185 new homes (net) to be built over the Plan period 2011-2032 at an annual average rate of 485<sup>16</sup> dwellings per year distributed as follows:**

a)	<b>Completions (1<sup>st</sup> April 2011 up to 31<sup>st</sup> January 2017)</b>	<b>2,160</b>
b)	<b>Completions (1<sup>st</sup> April 2011 up to 31<sup>st</sup> January 2017)</b>	<b>3,144</b>
c)	<b>Previously developed land</b>	<b>210</b>
d)	<b>Strategic Sites (Policy MG3 and Policies SC1-SC4)</b>	<b>3,720</b>
e)	<b>Extensions to smaller settlements (Policy SC5)</b>	<b>611</b>
f)	<b>Rural Exception Sites (Policy SC9)</b>	<b>50</b>
g)	<b>Windfall Allowance</b>	<b>290</b>
	<b>Total</b>	<b>10,185</b>

### **Specialist Accommodation**

**Subject to Policy SC9, the provision of approximately 1,200 bed spaces (C2 Use Class of the Town and County Planning Use Classes Order as amended) will be supported over the plan period (2011-2032).**

### **New Employment**

**The majority of new employment development will be on existing Strategic and Locally Important Employment Sites and sites allocated in Policies MG4, ED1 and ED2 and identified on the Policies Map. New employment allocations are identified in Policy MG4.**

### **New Retail**

**The provision of approximately 4,000 square metres (net) of comparison retail floorspace and 6,000 square metres (net) of convenience floorspace focused on Fleet Town Centre will be supported over the plan period (2011-2032). New local retail provision will be promoted within existing centres (Policy ED7), and will also be provided as part of the mixed use developments at Hartland Village (Policy SC1) and Murrell Green (Policy SC2).**

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<sup>16</sup>This is calculated by dividing the housing target (10,185) by 21 years (the Plan period).

# Managing Growth

137. Development of all kinds needs to be managed and directed to the most sustainable locations in the District in line with the Spatial Strategy. This chapter sets out broad policies related to managing growth, such as achieving sustainable development, strategic allocations, site specific core policies and general development criteria.

## Sustainable Development

138. National planning policy places the presumption in favour of sustainable development at the heart of the approach to planning. This plan therefore, takes a positive approach to meeting future development needs. This draft local plan has also been tested through a sustainability appraisal to make sure that the policies and proposals reflect the most sustainable approach to development, having regard to the balance of economic, social and environmental factors.
139. With the exception of the mostly rural south west quarter of the District, the rest of the District lies within five kilometres of the Thames Basin Heaths Special Protection Area (TBHSPA). The presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined (NPPF, Paragraph 119). As most development in the District will be affected by these directives, an appropriate mechanism for mitigation (through Suitable Alternative Natural Green Space and Strategic Access Management and Monitoring) has been put in place. The impact of the TBHSPA is reflected in the policy wording of Policy MG1:

### **Policy MG1: Sustainable Development**

**When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (or its successor), whilst having regard to the need to assess, and where appropriate, mitigate against, the likelihood of significant effect on the Thames Basin Heaths Special Protection Area. It will work pro-actively with applicants to secure development that improves the economic, social and environmental conditions in the area.**

**Planning applications that accord with the policies in the Development Plan (including, where relevant, policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:**

**There are available and deliverable avoidance and mitigation measures in respect of the Thames Basin Heaths Special Protection Area; and**

**Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**

**Specific policies in that Framework indicate that development should be restricted.**

## **Implications for Neighbourhood Planning**

140. The application of the presumption in favour of sustainable development will have implications for how communities engage in neighbourhood planning. Critically, it will mean that neighbourhoods should:
- develop plans that support the strategic development needs set out in this local plan, including policies for housing and economic development
  - plan positively to support sustainable local development, shaping and directing development in their area that is outside the strategic elements of the local plan
  - identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed.

## **Previously Developed Land ('Brownfield Land')**

141. Our local plan seeks to positively encourage the effective use of land by reusing land that has been previously developed ('brownfield land').

### **Policy MG2: Previously Developed Land<sup>17</sup>**

**The Council will encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.**

**In locations that are not within or immediately adjacent to defined settlement boundaries, the potential to develop previously developed land will be balanced against other policies of the Development Plan,**

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<sup>17</sup>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**particularly with reference to safe and sustainable access to services and facilities.**

## **Strategic sites**

142. Strategic sites have been identified separately to other development allocations because they will deliver a significant amount of growth to meet our needs, specifically new homes.
143. In line with the strategic objectives and other policies in this plan, strategic sites are able to provide a level of development that achieves the necessary critical mass to bring along supporting services, facilities and infrastructure. Much of our infrastructure and services are at or nearly at capacity, and so to deliver growth and not over-burden already stretched services, strategic development sites allow us to deliver new communities with supporting facilities in line with the Spatial Strategy.

### **Policy MG3: Housing-led**

**To meet identified development needs for new homes and in accordance with the Spatial Strategy, the following strategic sites are allocated:**

- a) **Hartland Village (see Policy SC1);**
- b) **Murrell Green (see Policy SC2);**
- c) **Cross Farm (see Policy SC3); and**
- d) **Sun Park (see Policy SC4)**

**Development proposals should enable a comprehensive scheme to be delivered across the developable area within each strategic site. Developers must ensure that the site provides an appropriate scale and mix of uses, in suitable locations, to create sustainable development.**

**The respective developments at Hartland Village and Murrell Green must be accompanied by a comprehensive masterplan for the entire strategic site. This should demonstrate how new development will integrate with and complement its surroundings in an appropriate manner.**

**Proposals must ensure that infrastructure is provided. Developers must engage with relevant infrastructure providers to ensure the implementation of a bespoke infrastructure delivery plan for the development.**

**Key issues to address in the planning of strategic sites will include:**

- **Measures to mitigate and adapt to climate change, for example energy and water-efficient buildings, low carbon and renewable energy generation, and sustainable drainage systems.**

- **Measures to mitigate any potential adverse effects on the Thames Basin Heaths Special Protection Area (see Policy NEI).**
- **The provision of public open space and other green infrastructure. A holistic approach to green infrastructure is encouraged whereby public open space, sports and recreational facilities, Sites of Accessible Natural Green Space (SANGs), green networks, landscaping, biodiversity, flood risk and sustainable drainage systems are all considered in the round, exploiting synergies between these different elements.**
- **The provision of a comprehensive package of on and off-site transport measures to encourage the use of sustainable transport modes and mitigate impacts on the local road network. Proposals must be supported by a Transport Assessment and a Travel Plan.**
- **The provision of an on-site movement layout that is safe and suitable for all potential users with links into surrounding networks including public rights of way. Safe routes to school should be provided where applicable, and wherever appropriate, the development should be laid out such that it is capable of being served by public transport.**
- **The provision of adequate, well designed parking for residential and other uses on the site. The provision of facilities for charging electric vehicles, in both public and private parking is encouraged.**
- **The management of wastewater in accordance with a detailed drainage strategy that has been prepared in consultation with the Environment Agency and Thames Water (as the provider of wastewater infrastructure in the area).**

144. On the strategic sites it will also be particularly important that the necessary supporting infrastructure is brought forward in a timely manner in accordance with Policy II. This will normally be secured through a Planning Obligation. Applicants will need to work with the Council and service providers to agree a programme of infrastructure delivery in support of the development.

## **Employment Land**

145. The aim of the Local Plan is to maintain and enhance the District's position as a prosperous economic community, which is vital in ensuring that the District is a good place to live, work and visit. To achieve this our plan is to enable the provision of new employment space and direct it to the most appropriate locations.

## **Policy MG4: Employment-land**

**To support local enterprise the following sites are allocated for economic development:**

- a) Murrell Green Strategic Allocation to provide 3.5 ha of employment land (Policy SC2)**
- b) Eversley Storage is allocated as a locally important employment site that can expand by 1.8ha (see Policy ED2).**

146. All strategic sites have their own individual policy within the plan to set out clearly what type of development is expected.

## **Development in the Countryside**

147. The District's countryside demonstrates a diversity of character and form with many areas of high intrinsic value. This is confirmed by the [Hart Landscape Assessment 1997](#) where the assessment is that a high proportion of the District is blessed with attractive landscapes in good or fair condition (in either Category A or B). There are comparatively few landscape types that fall into Category C and, of those that have been identified, even fewer represent substantially degraded landscapes in need of significant enhancement. Therefore, although these landscapes represent the 'poorest' within the context of the District, they may rate more highly in a wider spectrum of landscape quality.

148. The aim of the local plan is to protect the countryside for its own sake. The intention is to maintain the existing open nature of the countryside, prevent the coalescence of settlements and resist the encroachment of inappropriate development into rural areas. The countryside is therefore subject to a more restrictive policy in recognition of its intrinsic character and beauty.

149. Through this local plan we want to encourage a flexible approach to support necessary development that is of a suitable scale and is designed to fit into its landscape.

150. We will ensure that there is good reason to site new development in the countryside, and will not permit development that would be better situated in an urban location or that contributes little to the benefit of the countryside, or where the benefits to the countryside are greatly outweighed by the harm.

## **Policy MG5: Development in the Countryside**

**Development proposals within the countryside (defined as the area outside settlement policy boundaries) will only be supported where they are:**

- a) meeting the proven essential need of a rural worker to live permanently at or near their place of work; or**
- b) providing business floorspace to support rural enterprises; or**

- c) **providing reasonable levels of operational development at institutional and other facilities; or**
- d) **providing community facilities close to an existing settlement which is accessible by sustainable transport modes; or**
- e) **providing affordable housing on rural exception sites (Policy SC9); or**
- f) **providing specialist housing (Policy SC10); or**
- g) **providing a replacement dwelling or an extension to an existing dwelling; or**
- h) **converting previously used buildings or redundant agricultural buildings for appropriate uses: or**
- i) **located on suitable previously developed land appropriate for the proposed use (Policy MG2).**

151. This policy applies to open countryside and to small built up areas that do not have a defined settlement boundary.
152. It is recognised that some development can take place which is beneficial to the countryside and the people that live and work there. The emphasis is therefore to allow development in the countryside where it can be demonstrated that a countryside location is both necessary and justified. Inappropriate types and scales of development will not be supported. It is possible to maximise opportunities to strengthen the rural economy by encouraging uses related to the land, including appropriate forms of agriculture and other land based business, forestry and sustainable rural tourism.
153. There are a number of facilities in the countryside such as educational and training institutions, Ministry of Defence facilities, and Blackbushe Airport, where there could be a need for new development for operational reasons. Any such proposals should be located, designed and mitigated in a way that minimises their impact on the countryside, for example by siting new buildings within the existing built-up envelope.
154. It is important to deliver a wide choice of homes to meet the needs of different groups in the community including planning for affordable homes in rural areas, and for specialist types of housing. To meet identified local affordable housing needs and specialist accommodation needs, it may be appropriate to permit such development within the countryside in line with Policies SC8 and Policy SC10.
155. Existing buildings within the countryside may be subject to proposals to replace them. The impact of a replacement dwelling is likely to increase with its size, especially in relation to the impact on its surroundings and being out of scale with its plot. A replacement dwelling should be positioned within the site where it would result in no material harm, including to the local landscape or amenity.

156. The size and design of a proposed extension to any building should respect the existing building and not result in the property becoming more visually intrusive in the countryside. We will consider the size of the proposed compared with the existing building, the size of the resultant building and whether it would be out of scale with its plot.
157. The redevelopment of suitable previously developed land in the countryside will be encouraged provided that the site is not of high environmental value and that the proposed use and scale of development is appropriate to the sites' rural context (Policy MG2).

## **Gaps between Settlements**

158. The principle of Gaps is well established. Their designation aims to ensure that a sense of place is maintained for both those individual communities and for those travelling through the defined Gaps.

### **Policy MG6: Gaps between Settlements**

#### **Development in Gaps will only be supported where:**

- a) it would not diminish the physical and/or visual separation of settlements; and
- b) it would not compromise the integrity of the Gap either individually or cumulatively with other existing or proposed development.

#### **The following Gaps have been identified:**

- i. **Yateley/Blackwater/Sandhurst**
- ii. **Hawley to Farnborough**
- iii. **Fleet to Farnborough**
- iv. **Fleet/Church Crookham to Crookham Village**
- v. **Church Crookham to Ewshot**
- vi. **Crookham Village to Dogmersfield**
- vii. **Eversley to Yateley**
- viii. **Eversley Centre to Eversley Cross**
- ix. **Hook to Newnham**
- x. **Murrell Green to Hook**
- xi. **Murrell Green to Hartley Wintney**
- xii. **North Warnborough to Greywell**
- xiii. **Odiham to North Warnborough**

**The Gaps are shown indicatively on the Key Diagram. The precise boundaries of Gaps will be determined in the Hart Local Plan: Development Management Policies or through Neighbourhood Plans.**

159. The countryside around settlements plays an important role in helping to define their character and in shaping the settlement pattern of an area. In some parts of the District, the towns and villages are relatively close together, and the land allocations in this draft local plan will in some instances further reduce the distance between settlements.
160. Gaps are designated however, to prevent the coalescence of settlements and maintain their separate identity. They can also provide green infrastructure benefits close to settlements. Many public rights of way within Gaps are heavily used and of high value to those living in adjoining settlements. The reduction of Gaps can sometimes adversely affect the amenity of such rights of way.
161. Development on the edge of settlements can reduce the physical extent of the Gaps and development within the Gaps themselves could reduce the visual separation of settlements. We will take into account both the individual effects of the proposal and the cumulative effects of existing and proposed development.
162. Through Neighbourhood Plans it is open to local communities to define existing and/or designate new Gaps. However, this does not apply where an existing Gap serves to prevent coalescence between settlements that lie in different parishes or Designated Neighbourhood Plan areas. In such circumstances the boundaries will be defined in the Hart Local Plan: Development Management Policies or the respective parishes can choose to jointly prepare a Neighbourhood Plan to coordinate the designation of a Gap.
163. The purpose of the policy is not to prevent all development within a Gap. In some circumstances where the proposal is of a rural character, e.g. agricultural buildings, and has a minimal impact on the purpose of the Gap, these may be acceptable.

## Sustainable Communities

164. This chapter includes policies against which planning applications for new homes will be considered, setting out a clear framework for delivering the appropriate scale and type of homes, in appropriate locations, to meet the needs of the local communities.
165. The policies of this chapter will help us meet the diverse needs of communities for new homes within the Hart, Rushmoor and Surrey Heath Housing Market Area, in a manner that is consistent with national planning policy.
166. A number of policies will help to make sure that a wide choice of new homes can be provided within the District, to create sustainable, inclusive and mixed communities:
- Policies SC6 and SC7 aim to ensure that an appropriate mix of new homes is developed on all residential development sites, and that opportunities are provided for people to build their own home
  - Policies SC8 and SC9 aim to ensure that the needs for affordable homes are addressed in a manner that also recognises concerns regarding development viability and the intrinsic character and beauty of the countryside
  - Policy SC10 will enable the requirements for specialist forms of homes (i.e for older persons) to be addressed
  - Policy SC11 aims to ensure that any emerging needs for new gypsy, traveller and travelling showpeople accommodation can be dealt with
  - Policies SC1-SC5 allocate land for residential development in accordance with the overall Spatial Strategy of this local plan, and provide site-specific development criteria that recognise local constraints and opportunities. These policies complement the housing supply policy (Policy MG3) of the 'Managing Growth' chapter.

## Strategic Housing-Led Development

167. Strategic large-scale residential led development is proposed at two new settlements (Hartland Village and Murrell Green). A further major brownfield site has been identified at Sun Park. Between them, these sites will meet a significant proportion of our need for new homes whilst providing supporting services and facilities.
168. Policy MG3 and its supporting text provide further details of the principles that should be followed in drawing up proposals for all these strategic developments.

## Hartland Village

169. Hartland Village is a large, previously-developed site located between Fleet and Farnborough. The vision for the site is for a sustainable, well designed new community with facilities to meet local needs, and with its own sense of place and identity. The site is separated from other built up areas by woodland. It therefore presents an opportunity for a design that is not constrained by the character of existing settlements.

### Policy SCI: Hartland Village

**Hartland Village, a site of approximately 54 hectares to the east of Fleet, is allocated for a new settlement to include all of the following:**

- **approximately 1,500 dwellings;**
- **educational uses comprising a primary school and early years provision;**
- **measures to improve access to local health facilities (either on or off-site)**
- **a local centre comprising community uses, small scale local retail, service and food and drink facilities;**
- **on-site public open space comprising play areas (Neighbourhood Equipped Area for Play (NEAP), Local Equipped Area for Plan (LEAPs), and Local Areas for Play (LAPs)), parks and gardens, amenity greenspace and green corridors: and**
- **Measures to avoid and mitigate any impact upon of the development upon the Thames Basins Heaths Special Protection Area (TBHSPA) by the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) measures along with associated long term management and maintenance plans. The SANG may be off site but it must nevertheless be in a close accessible location.**

**The site will be phased to deliver new homes by 2021/2022 onwards, in accordance with all of the following site specific criteria and as indicated by the schematic development framework.**

**Development shall:**

- Provide a mix of housing in accordance with relevant policies in the local plan;**
- Have affordable housing distributed throughout the site with each phase making an appropriate contribution towards the overall provision;**
- Include a local centre that provides a focal point for the scheme with landmark buildings in appropriate locations. The educational, community, retail and other services should be**

- located at the local centre along with public open space including children's play facilities;
- d) **Include a focal point for play and recreation (including a Neighbourhood Equipped Area for Play (NEAP) coupled with smaller areas including Local Equipped Area for Plan (LEAPs) and Local Areas for Play (LAPs) elsewhere within the development with appropriate long term maintenance and management arrangements. The open spaces should be connected as part of a green infrastructure network throughout the site with links into green infrastructure off-site including Suitable Alternative Natural Greenspace (SANG);**
  - e) **In response to its location within the Fleet to Farnborough Gap, be designed and landscaped to minimise the visual impact of development from surrounding areas. A landscape strategy will be required to ensure the development is permanently well screened, with additional planting provided within the site where necessary along with appropriate long term maintenance and management arrangements;**
  - f) **Address the treatment of the site's boundaries with regards to accessibility, and security issues and the achievement of good design;**
  - g) **Avoid adverse effects on the Fleet Pond Site of Special Scientific Interest (SSSI), and avoid, mitigate or if necessary compensate for any adverse effects on the Site of Importance for Nature Conservation (SINCs) within or adjoining the site;**
  - h) **Provide mitigation for impacts on the local highway network, footpaths and cycleways (including the Basingstoke Canal) and promote sustainable transport. This will include measures to connect the site with Fleet, Fleet Station and Farnborough by sustainable transport modes; and**
  - i) **Be safe from flooding and reduce surface water run-off over existing levels through the use of sustainable drainage systems.**

### **Housing Mix**

170. The housing mix should comply with Policy SC6 which seeks a variety of house types and sizes, and specialist housing including housing for older persons. It also requires that 10% of dwellings are built to the standards of accessibility and adaptability as defined by Part M4(2) of the Building Regulations.

### **Affordable Housing**

171. Subject to viability, 40% of the new homes should be affordable homes in accordance with Policy SC8. The affordable housing should be distributed throughout the development so that overly large concentrations of affordable housing are avoided, and that no later phases are rendered unviable as a result of under-provision in earlier phases.

### **Local Centre**

- 172. At the heart of the community must be a local centre where educational, community and retail facilities can be easily accessed.
- 173. Retail provision should be sufficient to serve local needs without drawing trade from elsewhere. As a guideline up to 1,000 sqm of convenience floorspace would be appropriate.
- 174. Any community facility should be designed to be multi-functional and adaptable over time to maximise its benefit in the long term.

### **Education**

- 175. A primary school and bespoke early years facility is required. Applicants should engage with Hampshire County Council Children's Services to establish the scale, design and location requirements of these facilities.
- 176. Appropriate mitigation will be required off-site for secondary education and either on or off-site health care to meet needs arising from the development.

### **Open Space**

- 177. The provision of public open space on-site will be an integral part of the overall masterplan. The standard for natural and semi-natural greenspace will be met through the provision of SANG off-site but in a close accessible location.

### **Local Gap**

- 178. The site lies within the Fleet to Farnborough Gap (see Policy MG6). It is therefore important that the visual impact of the development is minimised and the sense of separation between Fleet and Farnborough is maintained. A permanent woodland screening is required on all sides of the development. This can utilise existing on and off-site planting, reinforced with additional planting on-site where necessary. In particular the frontage to Ively Road, the western edge of the site and north-west corner of the site may need additional landscaping to permanently screen the development.
- 179. In addition to landscaping, consideration should also be given to the heights of buildings, to ensure that the sense of openness within the Gap is not totally lost. A full landscape impact assessment will be required but any tall buildings should be sited where their visual impact is minimised. Consideration should be given to the impact of lighting within the Gap.

### **Thames Basins Heath SPA mitigation**

- 180. The site lies within the 5km buffer zone for the TBHSPA, and measures to mitigate the potential impacts of recreational activities on this area will be required (Policy NE1).

### **Biodiversity**

- 181. The development should avoid significant harm to biodiversity. If this is not possible it should be adequately mitigated such that there is no adverse impact on the conservation status of key species, on the Fleet Pond SSSI, or on the

SINCs that are contained within and around the site. If it is not possible to mitigate impacts on site, then as a last resort compensation measures (i.e. biodiversity off-setting or translocation of SINCs) will be secured to ensure no net loss of biodiversity and where possible provide a net gain.

182. Opportunities to incorporate biodiversity in and around the development are encouraged. There are likely to be opportunities within the formal landscaping on site to include some element of biodiversity enhancement. For example it may be possible to include some areas of “natural planting” by allowing heathland species such as heather to develop in peripheral parts of the site. Applications for development must include adequate and proportionate information to enable a proper assessment of the implications for biodiversity.

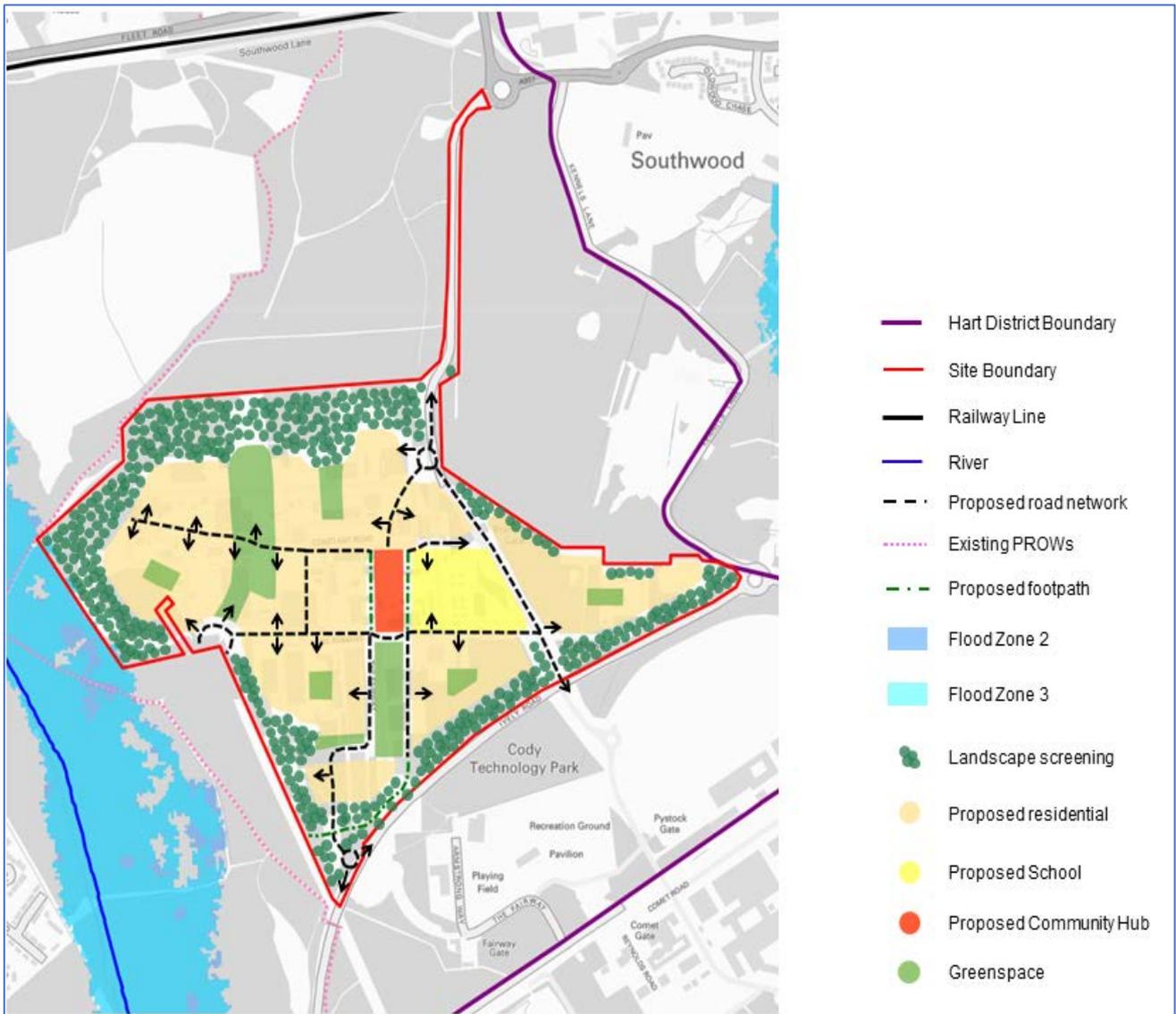
### **Connectivity**

183. The development should be well connected wherever possible to nearby settlements, particularly to Fleet and Farnborough town centres and to Fleet railway station, not only by car but also by sustainable transport modes (walking, cycling and public transport). Vehicular access is expected to be from the existing access points from Ively Road and Bramshott Lane.
184. A Transport Assessment and Travel Plan will be required in support of a planning application to ensure that traffic impacts on the wider highway network are adequately mitigated and sustainable transport modes encouraged. The site should preferably be served by bus. If that is not feasible then viable alternatives must be explored and implemented.

### **Flood Risk and Drainage**

185. A Flood Risk Assessment will be required to support any planning application. Surface and groundwater flood risk will require investigation and mitigation. Surface water run-off from the site contributes to flooding in Rushmoor Borough, so it is important that this is reduced through the use of sustainable drainage systems. Opportunities to reduce the amount of hardstanding on site below existing levels will also be encouraged.
186. A holistic approach to flood risk and site drainage is required (Policy NE4), whereby surface water overland flow routes are identified and integrated with the site’s green infrastructure and amenity provisions wherever feasible. A wide variety of Sustainable Drainage Systems (SuDS) should be employed across the site within SuDS treatment drains; maximising water quality, wildlife and amenity benefits. The drainage strategy must consider the on-going maintenance requirements of the drainage system proposed.

Figure 6 Schematic Development Framework: Hartland Village



The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

## Murrell Green

187. An area of farmland to the south of the A30 between Phoenix Green and Hook will become an attractive new settlement of around 1,800 new homes by 2032.
188. It must be designed to be a high-quality development with its own sense of place. It will help to meet the housing needs of different groups in the community, including families and older people, and will provide local services and facilities. New schools will meet the educational requirements of the neighbourhood and other parts of the District, during the plan period and beyond. There will be improved links to the railway station at Winchfield and new recreational opportunities that respect the ecological significance and potential of the River Whitewater and on-site woodlands.
189. The details of the new development's design and layout will be worked up in consultation with the local community, and will be expressed through a masterplan, supported by design codes.

### **Policy SC2: Murrell Green**

**Land at Murrell Green, a site of approximately 180ha located to the east of Hook, is allocated as a new settlement comprising a mix of uses to include all of the following:**

- **Approximately 1,800 dwellings;**
- **Educational uses comprising the minimum of a three-form entry primary school and 9.5ha of developable and functionally useable land for a seven-form entry secondary school with ancillary facilities;**
- **Approximately 3.5ha of employment land adjoining the Murrell Green Business Park, for business (B1c) uses;**
- **A local centre comprising community uses and small-scale convenience retail, service and/or food and drink uses;**
- **On-site public open space comprising play areas (Neighbourhood Equipped Area for Play (NEAP) coupled with smaller areas including Local Equipped Area for Play (LEAPs) and Local Areas for Play (LAPs)), parks and gardens, amenity greenspace, allotments and green corridors with appropriate long term maintenance and management arrangements;**
- **Measures to avoid and mitigate any adverse impact of the development upon the Thames Basins Heaths Special Protection Area (TBHSPA) and the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) measures along with an associated long term management and maintenance plan. This will be secured by Planning Obligations that will require the SANG to come into public ownership.**

**The site will be phased to deliver new homes by 2023/2024 onwards, in accordance with all of the following site specific criteria and as indicated by the schematic development framework.**

**Development shall:**

- a) Provide a mix of housing in accordance with relevant policies in the local plan, including affordable housing, accessible and adaptable housing, specialist housing and self or custom-build housing;**
- b) Avoid, mitigate or offset direct and indirect impacts on biodiversity across the site, including on Sites of Importance for Nature Conservation (Shapley Heath Copse, Shapley Heath, Beggars Corner and Totters Copse) and on the quality and ecological significance of the River Whitewater;**
- c) Ensure that it enhances the natural environment, increases biodiversity and supports climate resilience through the use of traditional measures and new technology. Innovative habitat planting as well as achieving biodiversity enhancements through positive management of Sites of Importance for Nature Conservation (SINCs) and floodplain grassland will be required;**
- d) Promote and where possible incorporate the distinctive landscape features of the site (including mature trees and hedgerows, areas of woodland, and watercourses) within its overall layout, to create glimpsed views to/from Hook and attractive views from the A30; whilst avoiding adverse visual impacts on the skyline;**
- e) Be physically and visually integrated with existing and proposed areas of greenspace, including areas of new SANG to the northeast of Hook**
- f) Respect areas of undeveloped land between the new neighbourhood, Phoenix Green and Hook, to maintain significant physical and visual gaps and thereby preserve the separate identity of these settlements;**
- g) Respect the setting and significance of listed buildings within and adjoining the site;**
- h) Provide new vehicular access into the site from the A30, the B3016 and Totters Lane;**
- i) Facilitate safe and convenient access to the schools from within the site and from surrounding areas, by a range of transport modes, including pedestrian and cycle linkages within the site;**
- j) Avoid areas that are prone to flooding (from any recognised source) including in the vicinity of the River Whitewater and Potbridge Brook. A site-specific Flood Risk Assessment which takes into account the potential impacts of climate change must be submitted in support of a planning application;**

- k) **Manage surface water through the use of sustainable drainage systems so as not to increase and, if possible, reduce the risk of flooding on and off site;**
- l) **Manage wastewater in accordance with a detailed drainage strategy that has been prepared in consultation with the Environment Agency and Thames Water (as the provider of wastewater infrastructure in the area); and**
- m) **Avoid or mitigate adverse impacts on amenity for future residents, workers and visitors due to noise associated with the M3 and the railway line; and due to visual blight from the electricity pylons that are located on-site.**

190. A new settlement at Murrell Green will help to meet our housing needs, whilst also providing for the future secondary school education needs of the District. A range of more localised development needs will also be met, including primary school education requirements, business units for small businesses, community facilities including new shops, and open space in accordance with Policy I4.

191. The proposed development should seek to meet the following principles:

**Social and community benefits**

192. The planning of the settlement must be community-focused, creating accessible and vibrant neighbourhoods around a strong village centre. It must promote community ownership of land and long- term stewardship of assets where desirable.

193. The new neighbourhood will be a mixed and inclusive new community. As such, the mix of housing should comply with Policies SC6, SC7 and SC9.

**Design**

194. It must be characterised by design that adds value to the District and endures over time (BE2); It must encourage pioneering architecture of buildings and careful design of the spaces in between, prioritising green spaces over roads and car parks.

**Local Character**

195. The settlement must establish a positive and unique identity, becoming a destination in itself that is distinctive from surrounding villages whilst respecting and protecting their rural character and setting.

**Density and tenure**

196. It should incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community in compliance with Policies SC6, SC7 and SC8.

197. Subject to viability 40% of the new homes should be affordable homes in accordance with Policy SC8. 5% of any affordable homes should be built as accessible and adaptable homes (as defined by the optional Building Regulations) (policy SC6 refers), and a range of house types, tenures and sizes should be

provided across the site. There should be plots available for those interested in self or custom-build housing, and these properties will need to conform to the design code(s) for the new neighbourhood, to ensure that a distinctive and coherent sense of place is created. Specialist housing is also required to help meet the outstanding need for older persons housing, as identified by the Spatial Strategy. Policy SC10 provides further detail about the provision of specialist housing.

### **Transport and movement**

198. The settlement principles should look to reduce reliance on travel by car and promote an accessible movement network and the appropriate location of housing, employment and leisure facilities. Cycling and pedestrian links between the new settlement and surrounding villages, and natural assets must be delivered
199. The new settlement must also be well-connected to bus and rail transport networks, to help encourage the use of these sustainable modes of transport. A green corridor that improves footpath connections to Winchfield railway station should comprise an integral part of the layout of development. New pedestrian and cycle links within the settlement must also ensure that all areas are well-connected to the proposed new school and the local centre facilities and services. New vehicular accesses from the A30 and B3016 will be provided to increase permeability within the site. The new road layout should however discourage 'rat-running' to Winchfield railway station. The masterplan must be supported by a Transport Assessment which sets out the transport issues and mitigation measures related to the development.

### **Thames Basins Heath SPA mitigation**

200. The site lies within the 5km buffer zone for the TBHSPA, and measures to mitigate the potential impacts of recreational activities on this area will be required (Policy NE1). This site also provides an opportunity to secure a strategic SANG that would be suitable for mitigating the impacts of other development across the District. This will be secured by Planning Obligations that will require the whole SANG to come into public ownership (Policy I8).

### **Biodiversity**

201. The new development must ensure that it enhances the natural environment, increase biodiversity (Policy NE3) and support climate resilience through the use of traditional measures and new technology. Innovative habitat planting (green walls and roofs, allotments, community gardens and orchards for example) should characterise the settlement and, in turn, these measures will support quality of life and public health.
202. The River Whitewater forms part of a Biodiversity Opportunity Area and development must be designed to help realise the potential to restore and enhance wetland grassland in this river corridor. This land is prone to flooding, but areas in the western part of the site may be suitable for the provision of SANG to help mitigate recreational impacts on the TBHSPA. The masterplan for the new neighbourhood must consider the appropriate mix and distribution of

development in this part of the site, on the basis that a net gain in biodiversity should be achieved. Development will need to make suitable provisions for both SANG and SAMM in accordance with Policy NE1, whilst opportunities to link and extend existing habitats across the site should form part of a “landscape-led” approach to development.

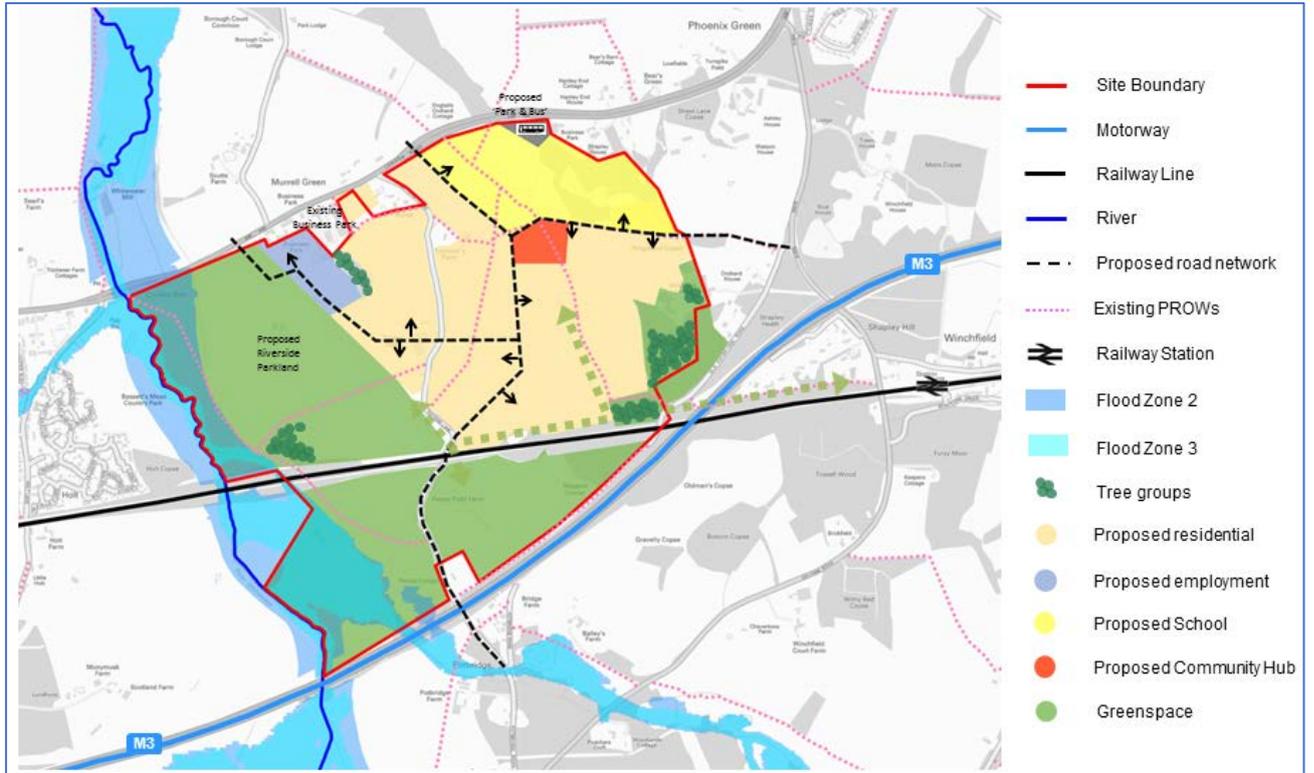
### **Landscape**

203. There is potential for adverse landscape and visual impacts arising from the development. The new settlement must therefore, be designed to avoid or substantially mitigate these impacts, utilising and enhancing existing landscape features such as mature trees and woodland wherever possible. The existing landscape has a rural character that can be appreciated when using the public rights of way that traverse the site. Although a change to the landscape character is inevitable, the layout and design of the new settlement should provide attractive through-routes that incorporate new green infrastructure and connect the site to its wider rural environs. The layout of development should also respect the landform and reduce the potential for visual impacts from built-up areas within Hook in particular.

### **Flood Risk Management**

204. Areas of the site are subject to flood risks associated with the River Whitewater and with surface water run-off. The masterplan must therefore be informed by a site-specific Flood Risk Assessment that considers the areas at risk of flooding. Proposals must avoid locating development in areas at risk of flooding and must include appropriate flood mitigation measures such as sustainable drainage systems (see Policy NE4). An integrated water management strategy, including a detailed drainage strategy, should be prepared for the new settlement. This should identify the options for wastewater treatment in the context of Policy NE5, which sets out the requirements for maintaining and enhancing the water quality of local water bodies. The potential adverse impacts from sources of pollution must be avoided or substantially mitigated in accordance with Policy BE5 to ensure a good residential and working environment.

Figure 7 Schematic Development Framework: Murrell Green



The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

## Land at Cross Farm

205. Land at Cross Farm, Church Crookham is identified as being suitable to contribute towards meeting both market and affordable housing need for specialist accommodation for older persons.

### **Policy SC3: Land at Cross Farm**

**Land at Cross Farm, a site of approximately 31ha located to the southeast of Crookham Village, is allocated as a new care village for older persons' accommodation, comprising a mix of uses to include:**

- **a 64-bed care home;**
- **up to 100 new homes for the elderly of which 40% should be affordable;**
- **On-site public open space, amenity greenspace and green corridors along with an associated long term management and maintenance plan; and**
- **Measures to avoid and mitigate any detrimental impact of the development upon the Thames Basins Heaths Special Protection Area (TBHSPA) to include a strategic Suitable Alternative Natural Greenspace (SANG) and also Strategic Access Management and Monitoring (SAMM) measures along with an associated long term management and maintenance plan. This will be secured by Planning Obligations that will require the SANG to come into public ownership.**

**The site will be developed from 2023/2024 onwards, in accordance with all of the following site specific criteria and as indicated by the schematic development framework.**

**Development shall:**

- a) Provide specialist housing for a range of care needs;**
- b) Avoid or mitigate any direct and indirect impacts across the sites, on adjoining or nearby Site of Importance for Nature Conservation (Zebon Copse and Poulter's Bridge Meadow) and on the Basingstoke Canal Site of Special Scientific Interest (SSSI);**
- c) Achieve biodiversity enhancements by improving existing habitats onsite, such as Peatmoor Copse and the existing pond in the northern part of the site;**
- d) Include an area of natural greenspace to maintain significant physical and visual gaps between Crookham Village and Church Crookham;**
- e) Respect and protect the setting of listed buildings on Crondall Road and The Street;**

- f) **Respect the setting of both the Crookham Village and Basingstoke Canal Conservation Areas;**
- g) **Provide new vehicular access into the site from Crondall Road and pedestrian linkages to Crondall Road, The Street and existing external routes including public rights of way;**
- h) **Avoid areas that are prone to flooding (from any recognised source), including in the vicinity of the River Hart. A site specific Flood Risk Assessment which takes into account the potential impacts of climate change must be submitted in support of a planning application;**
- i) **Manage surface water through the use of sustainable drainage systems, taking account of the need to attenuate the discharge of water in causal areas of flooding; and**
- j) **Avoid adverse impacts on the amenity of existing residential properties on Crondall Road and The Street.**

206. The development of land at Cross Farm will help to meet the housing needs for older persons, as identified through the Council's SHMA. Policy SC10 is therefore also relevant for development proposals.

#### **Specialist Accommodation**

207. Proposals should include both "extra care" housing and new care home accommodation. "Extra care" housing allows residents to maintain a level of independence, whilst they receive the care and support that they require on site. Although it appears that up to 170 "extra care" homes could be developed at Cross Farm, some of these homes should be for those with very high care needs. Such a standard of accommodation could fall into Use Class C2 (residential institutions), as it may involve 24-hour care in specially-adapted housing. As such, it has been assumed that only 100 of the proposed new homes would count as "mainstream" housing, falling in Use Class C3. Land at Cross Farm is therefore likely to contribute only 100 new homes towards the general needs housing requirement. Subject to viability 40% of the new homes should be affordable homes in accordance with Policy SC8.

#### **Integrated Community**

208. Many of the new residents' daily needs must be met, as far as practicable, by on-site medical and community facilities. The mix of uses should complement the facilities that are already available in Crookham Village. New facilities should be easily accessible to residents (taking account of their potential mobility difficulties) and the development should be integrated with the existing built-up area, making the most of the public rights of way and other opportunities to increase access to the site from Crondall Road and The Street.

### **Thames Basin Heaths SPA mitigation**

209. The site lies within the 5km buffer zone for the TBHSPA, and measures to mitigate the potential impacts of recreational activities on this area will be required (Policy NE1). This site also provides an opportunity to secure a strategic SANG that would be suitable for mitigating the impacts of other development across the District. This will be secured by Planning Obligations that will require the whole SANG to come into public ownership (Policy I8).

### **Local Gap and Green Space**

210. The inclusion of areas of natural greenspace should be used to maintain a visual gap between Crookham Village and Fleet/Church Crookham, free of development. Development proposals must meet the requirements of Policy MG6, to maintain the integrity of the defined Gap.

### **Biodiversity**

211. There are opportunities for enhancing biodiversity on Land at Cross Farm and in the River Hart corridor. Landscaping and boundary treatments should support the creation of new habitats and enhance what is already present onsite. Opportunities for new planting should be taken, in order to screen new development, mitigate flood risk and provide new, or reinforce existing habitats (Policy NE3)

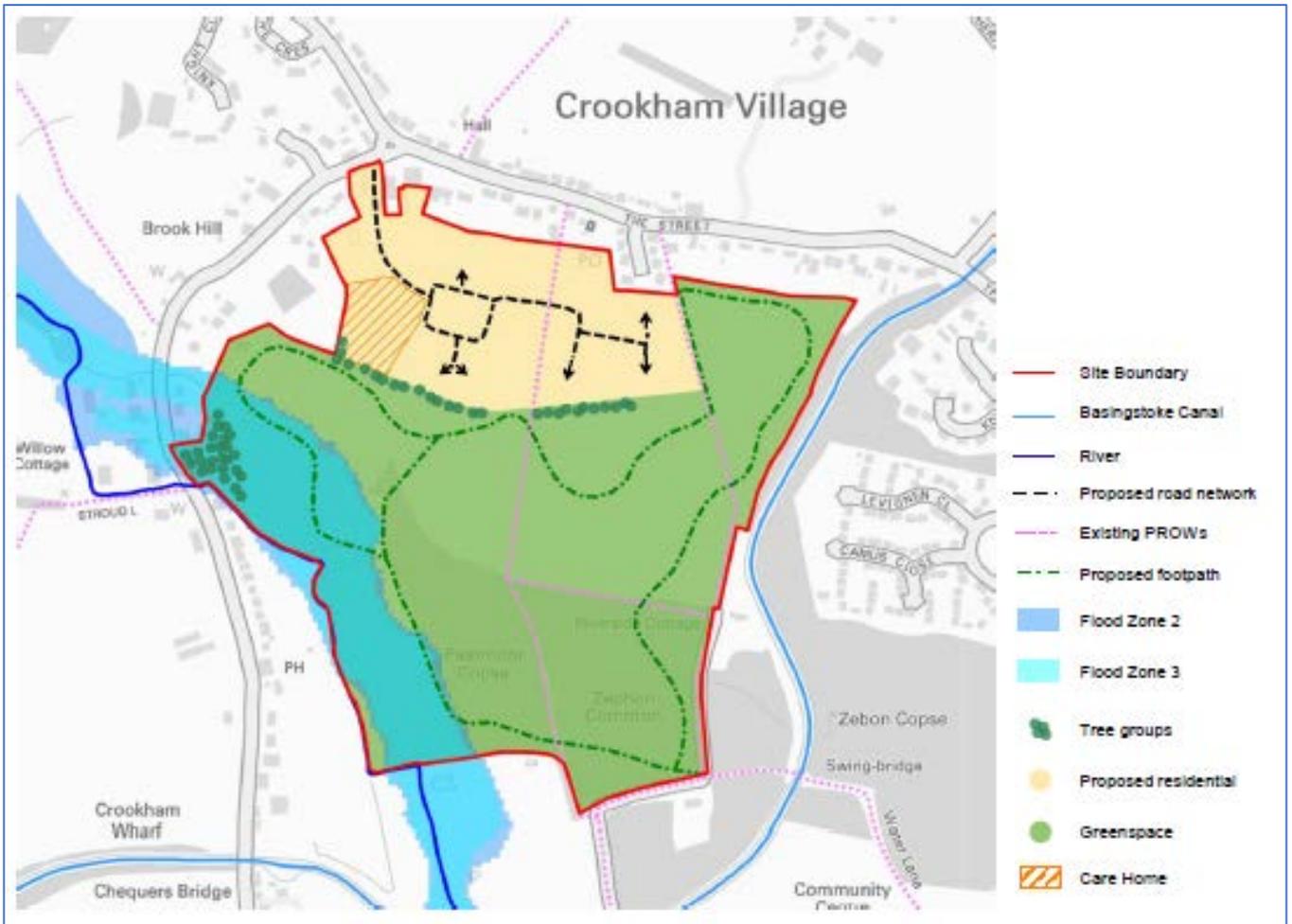
### **Design and Landscape**

212. Particular attention needs to be paid to the overall design of new development, given the site's relationship with the Crookham Village and Basingstoke Canal Conservation Areas (Policies BE1 and BE2). New buildings should respect views into and from Crookham Village, along the western boundary, and be sympathetic to the larger properties on larger plots along Crondall Road.
213. The linear character of Crookham Village will inevitably be altered by development at Cross Farm. It is therefore, important that the scale, height, massing, layout and materials of new buildings are in-keeping and appropriate for the setting, adjacent to the Conservation Area. Buildings should also be screened from the Basingstoke Canal by new planting and landscaping (Policy NE2).

### **Flooding**

214. The land at Cross Farm is located within a "causal area" for flooding. A development proposal must therefore include sustainable drainage systems that will help to alleviate flood risk on and offsite. The attenuation of surface water discharge will be a key consideration (Policy NE4).

Figure 8 Schematic Development Framework: Cross Farm



The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

## Sun Park

215. Sun Park is a vacant bespoke office development that was previously occupied by Sun Microsystems and used as their corporate headquarters prior to their merger with Oracle Systems. The site has been vacant since 2011 and despite marketing a new occupier has not been secured.
216. This 10.3 ha brownfield site is suitable for residential development for approximately 320 new homes.

### Policy SC4: Sun Park

**A site of 10.3ha of land at Sun Park is allocated for development to include:**

- **Approximately 320 dwellings;**
- **On site amenity space and soft landscaping; and**
- **Measures to avoid and mitigate any detrimental impact of the development upon the Thames Basins Heaths Special Protection Area (TBHSPA) to include a Strategic Access Management and Monitoring (SAMM)..**

**The site will be phased to deliver new homes by 2020/2021 onwards, in accordance with all of the following site specific criteria and as indicated by the schematic development framework.**

**Development shall:**

- a) **Provide vehicular access to the Junction of the A327 Minley Road and Junction 4a of the M3 Motorway to serve the site;**
- b) **Ensure any significant negative impact on the local or strategic road network is mitigated;**
- c) **Provide safe and convenient pedestrian and cycle linkages to the adjoining residential development (Sun Park Phase I); Sandy Lane and Pinewood Park to maximise the accessibility of local facilities by sustainable transport modes;**
- d) **Avoid areas with the highest probability of flooding;**
- e) **Not result in any residential development within the 400m exclusion zone of the TBHSPA;**
- f) **Protect areas of established woodland and enhance the ecology of the site. An Arboriculture Survey and Ecology Assessment must be submitted in support of a planning application;**
- g) **Avoid, mitigate or offset adverse impacts on biodiversity across the site, including on Site of Importance for Nature Conservation (Hawley Common) and on the quality and ecological value of the Hawley Lake Stream; and**

- h) Respect the amenity requirements of existing properties adjoining the site, whilst providing a good standard of amenity for future residents and visitors within the site, especially in relation to noise and air pollution from the A327 and M3 Motorway.**

**Affordable Housing**

217. Subject to viability, 40% of the new homes should be affordable homes in accordance with Policy SC8.

**Flood Risk**

218. A small section of the site is located within Flood Risk Zone 2 and there are some small areas within the site (less than 5% of the site area) that are at risk from surface water flooding. The majority of the northern half of the site (approximately 40%) is at risk from reservoir flooding and approximately 70% of the site has the potential for groundwater flooding at the surface. Therefore a detailed site specific flood risk assessment must be submitted with any application that takes into account the potential impacts of climate change (Policy NE4). In addition, any development proposal must clearly set out appropriate mitigation measures that can be put in place to address the above issues and this could include specific flood management infrastructure.

**Thames Basin Heaths SPA mitigation**

219. The north of the site falls within the TBHSPA 400m Exclusion Zone and therefore no residential development will be supported within the area. Any planning application will need to demonstrate that off-site SANG provision is available and appropriate contributions made to mitigate the impacts of the development. Further detail is contained in Policy NE1.

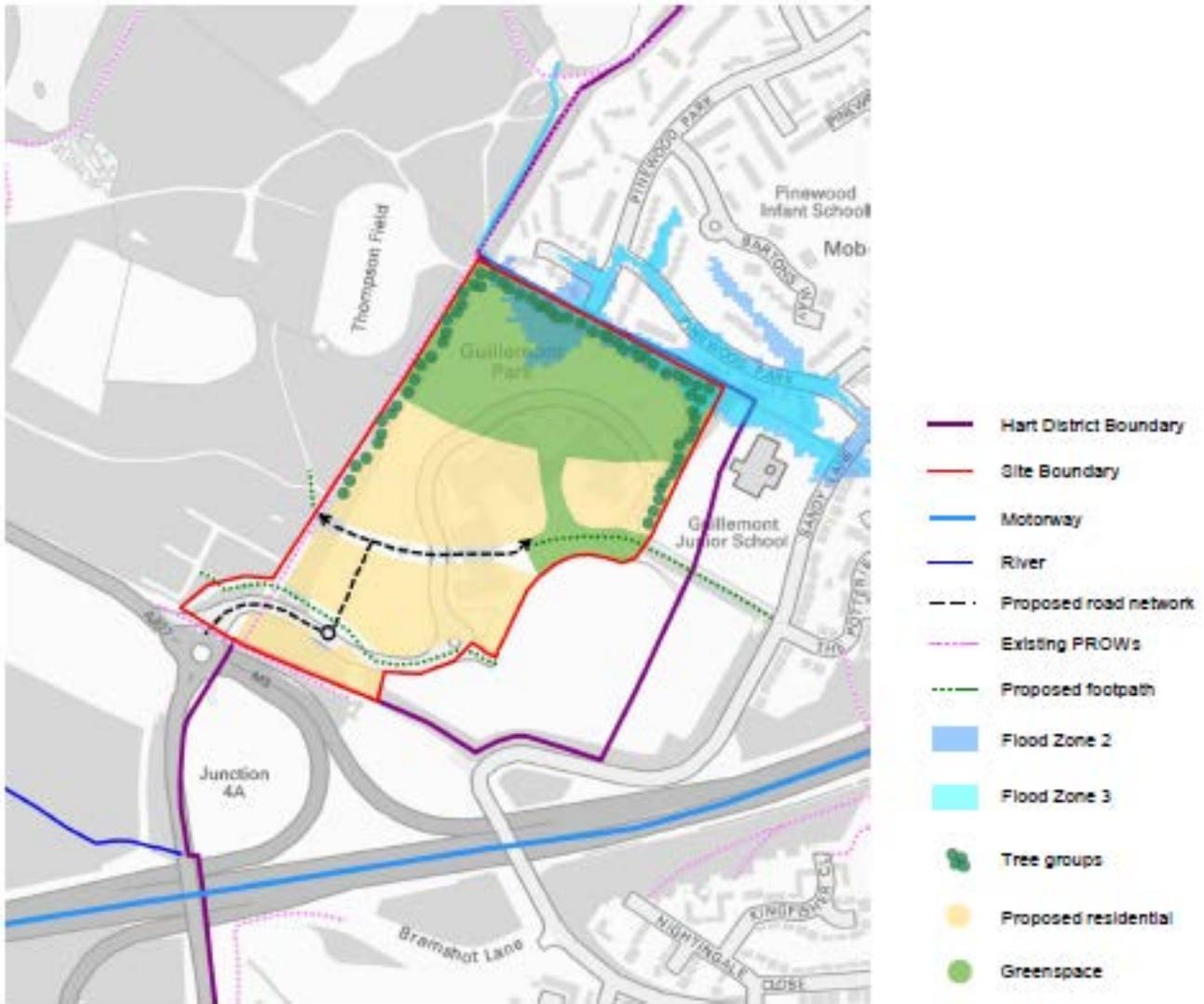
**Ecology**

220. The site boundaries are densely wooded with generally large and mature trees of a variety of species, with the exception of the eastern boundary with the residential Sun Park. The western boundary forms the edge of the Hawley Common SINC and is therefore of ecological interest. The Hawley Lake Stream lies just beyond the northern boundary of the site, the banks of which may provide habitats to noteworthy or protected species. Any development at the site should seek therefore, to achieve a net gain in biodiversity and enhance the ecology of the site. An Arboriculture Survey and Ecology Assessment must be submitted in support of a planning application (Policy NE3).

**Waste Water**

221. Thames Water has expressed concern with regards to the wastewater network in the area, and considers that upgrades to the drainage infrastructure will be required to support the redevelopment of the site. Therefore, any development proposal must be supported by a detailed drainage strategy informing what infrastructure is required, where, when and how it will be delivered.

Figure 9 Schematic Development Framework: Sun Park



The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

## Allocations for new homes

222. We need to allocate land to facilitate the delivery of new homes in line with the proposed Spatial Strategy, the housing number and the distribution of residential development as set out in Policy SS1. In addition to the Strategic Led Housing Development allocated in Policy MG3, Policy SC5 sets out other sites (sites of 10 units or more) to be allocated for the delivery of new homes.

### **Policy SC5: Land allocations for New Homes**

**Sites allocated for new homes are set out in Table 6, and identified on the Policies Map.**

**Proposals for new homes submitted on these allocations in accordance with the phasing indicated, will be approved where the proposed scheme is in accordance with other relevant policies in the Development Plan.**

**Planning applications in advance of a particular site's phasing will only be approved where:**

- a) early release would not prejudice the delivery of other allocated sites phased in an earlier time period; and
- b) the site is required now to maintain a five year supply of deliverable sites.

**In the case of Crondall and Hook the sites are to be identified through the respective Neighbourhood Plans for those Parishes. However, if the respective Neighbourhood Plans are not adequately progressed with allocating sites (which means that the respective Neighbourhood Plans must at least have been submitted to the Council) within 12 months of the adoption of the Hart District Local Plan: Strategy for Sites 2011-2032, planning applications for new homes will be supported provided that the proposals comply with the:**

- c) Overall housing distribution strategy (Policy SS!); and
- d) Housing and other applicable policies in this plan

**Once a Neighbourhood Plan is "made" it will supersede the relevant allocations listed in Table 6.**

**Table 6 Housing Land Allocations**

<b>Site reference</b>	<b>Site Name</b>	<b>Approx. number of dwellings</b>
<b>Hook</b>		
	To be allocated through the Hook Neighbourhood Plan	87
		<b>Total - 87</b>
<b>Eversley</b>		
SHL112a	Cemex A	105
SHL112b	Cemex B	19
		<b>Total - 124</b>
<b>Yateley</b>		
SHL272	Land between Eversley Road and Firgrove Road	88
		<b>Total - 88</b>
<b>Odiham</b>		
	Sites allocated in the Odiham Neighbourhood Plan	119
		<b>Total - 119</b>
<b>South Warnborough</b>		
SHL033	Plough Meadow	18
SHL172	Granary Court	16
		<b>Total - 34</b>
<b>Long Sutton</b>		
SHL062	Granary Field	10
		<b>Total - 10</b>
<b>Crandall</b>		
	To be allocated through the Crandall Neighbourhood Plan	66
		<b>Total - 66</b>
<b>Riseley</b>		
SHL92	Land south of Riseley	83
		<b>Total - 83</b>
<b>Overall Total</b>		<b>611</b>

## Housing Mix for Market Housing

223. We will plan for a mix of new homes based on current and future demographic and market trends, as well as on the needs of various groups within the community. The 2016 SHMA provides supporting evidence, and confirms that a mix of property sizes will be required with an emphasis on smaller properties (two- or three-bedroom homes). This evidence is only indicative, as actual demand will be driven by changes in household income, which will vary with the state of the economy, as well as by demographic factors. It will therefore be important to maintain a flexible position on the mix of new homes to be provided on development sites, and this approach is reflected in Policy SC6.
224. The SHMA distinguishes between the size mix that may be suitable for new market homes and the size mix for new affordable homes. Households who are able to afford market homes are more likely to buy or rent larger properties, to satisfy a preference for more space and this is supported by Census data from 2011 when 74% of households in the market sector had three or more bedrooms, compared to 35% of affordable households. These differences mean that it is appropriate to deal with issues of housing mix separately for market and affordable homes.

### Policy SC6: Mix for Market Housing

#### Proposals for new homes will be supported where they:

- a) include a range of housing types, taking account of the size, location and characteristics of the site and its surroundings;
- b) include a high proportion (typically more than 50%) of two- and three-bedroom properties, unless this would be inappropriate because of the specialist nature of the proposed housing and/or design considerations;
- c) include a range of other housing sizes to meet housing needs;
- d) help to meet community requirements, such as by providing housing of different tenures, or by providing housing that is suitable for older persons (such as sheltered or extra care housing); and
- e) include 5% of all net new housing as accessible and adaptable homes, as defined by requirement M4(2) of the Building Regulations<sup>18</sup>.

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<sup>18</sup> Or as otherwise amended by the Government, due to updates to the Building Regulations.

**Development proposals must be supported by an explanation of the proposed mix of new homes, in the context of the criteria as set out in Policy SC6. Proposals that do not meet one or more of the criteria may be supported provided that the differences can be justified in relation to evidence of housing need, project viability, or to site-specific physical or environmental constraints.**

225. A mixed and balanced community requires the provision of homes for single person households, couples, families and older people. The diverse requirements of these households will need to be reflected in the mix of house types, sizes and tenures on new development sites within the District. Policy SC6 enables us to adopt a flexible approach when assessing development proposals, as an appropriate housing mix for an individual development site will depend on site-specific factors, such as its location and the local density and character of housing in the neighbourhood. Proposals will also need to meet the requirements of Policy BE2.
226. We recognise that there may be local and site-specific considerations which will determine the eventual mix of housing sizes, types and tenures to be provided. Applicants should review the SHMA, but also any other sources of evidence including that which may have been prepared to support relevant Neighbourhood Plans. Applicants should explain their proposed housing mix using this evidence and in the context of the policy criteria.
227. The ageing population is also likely to create a need for additional specialist housing, to meet the healthcare requirements of older people. A range of accommodation will be required, from independent living units through to extra care units and care homes.
228. Policy SC6 does not apply to residential institutions in Use Class C2 however some housing for older persons and specialist care independent living units are likely to fall into the dwelling house Use Class C3. Policy SC10 provides additional flexibility regarding the mix of sizes, types and tenures that would be appropriate for specialist housing in the C3 Use Class, as this is likely to be tailored to the needs of future occupants. Policy SC10 provides further guidance for all proposals that include housing to meet the healthcare needs of older people.
229. Local evidence suggests that there is a need for smaller homes, which would enable people to down-size where they are under-occupying their current homes. In sustainable locations, such as in the centre of towns and larger villages, applicants should investigate opportunities to provide new homes that are suitable for people of retirement age and older, looking to down-size.
230. In response to the ageing population and the significant increase in persons in advanced old age (85+ years), we will expect that a proportion of new housing (5%) will meet Requirement M4(2) of the Building Regulations. This is the optional requirement for ensuring that buildings are accessible and adaptable to changing needs. Once again, we will adopt a flexible approach to meeting this

aspect of the policy: if a proposal does not include accessible and adaptable homes, applicants for planning permission will be expected to provide evidence in terms of the impact on project viability, or of physical or environmental factors (such as steep slopes or flooding vulnerability) that would make the site unsuitable.

## Custom and Self build

231. Building one's own home can be a more affordable way for many people to become home owners. We support initiatives that provides opportunities for people to design and/or build their own home. The two types of projects can be described as:
- **Custom build:** The eventual occupiers take on a “project management” role, coordinating the services of designers, architects, planners and construction staff. They may get actively involved in some aspects, but generally physical involvement is kept to a minimum.
  - **Self-build:** The occupiers take on an active role, procuring, designing and building their own home. They may outsource elements of the project, where their skills or time do not allow it. This option is generally cheaper than custom build, as “sweat equity” reduces the cost of the project.

### Policy SC7: Self and custom build homes

**The Council will use evidence from the self-build register to identify appropriate locations for self and custom build projects.**

**On strategic allocations the Council will seek 5% of the proportion of the developable plots to be set aside for self and custom build. This will be subject to the need shown on the register and the viability of individual sites.**

**Each serviced plot should be reasonably priced reflecting prevailing market values for such plots and will be required to have legal access to a public highway.**

**Where plots have been made available and marketed appropriately for at least 12 months and have not been sold, the plot should either remain on the open market as self or custom build or be offered to the Council or a Registered Social Landlord.**

**Only where it can be robustly demonstrated that the provision of on-site plots is unviable, or cannot be achieved for reasons relating to the overall design or layout of the proposal, will the Council waive the requirement for self or custom build homes.**

**All self and custom build properties on strategic sites will be subject to conditions requiring the self and custom build developments to start within one year of gaining full permission and to occupy the completed house within 3 years of starting work.**

**Individual development proposals for self or custom build housing within settlement policy boundaries will be supported subject to compliance with other relevant policies of this plan.**

232. We have a [register](#) where people can indicate their interest in custom and self-build opportunities. Where there is evidence for a need for these types of plots, we expect them to be provided as a proportion of the overall supply of dwellings on larger sites.
233. It is good practice for plot providers to seek to provide a mix of plot sizes to meet the range of demand and affordability. Plot providers should also avoid fixing the details concerning the appearance of the dwellings.
234. We will negotiate design details, such as the external appearance of individual dwellings, with the self or custom builders on a case-by-case basis. Dwellings should comply with any design codes that we have agreed should be in place.

## **Affordable Homes**

235. There is a significant need for additional affordable housing within the District, Affordable housing includes social rented /affordable rented and intermediate housing that is available to households in the District whose needs are not met by the market. The cost must be low enough for eligible households to afford based on local incomes and house prices. The home should be restricted for use by future eligible households. If these restrictions are lifted, the subsidy should be recycled for alternative affordable housing in the District.

### **Policy SC8: Affordable Housing**

**On all sites where there is a net gain of 11 or more dwellings (gross), or of greater than 1,000 square metres gross residential floorspace irrespective of the number of dwellings, the Council will require a least 40% of the new homes to be affordable housing, subject to viability on each site.**

- a) **In cases where the 40% calculation provides a part dwelling a financial contribution will be sought equivalent to that part dwelling;**
- b) **The tenure mix of the affordable housing will be 65% social rented and 35% shared ownership by the most up to date housing evidence;**
- c) **With the exception of part dwellings, the affordable housing should be provided on site and interspersed and distributed throughout the development mixed with the market housing;**
- d) **The affordable housing should be of a size and type which meets the requirements of those in housing need; and**

- e) **provide 5% of all affordable housing units as accessible and adaptable homes as defined by requirement M4(2) of the Building Regulations.**

**In exceptional circumstances, and only where it is clearly demonstrated that it is not possible to deliver all the affordable housing on site, the Council may accept off-site provision, or a financial contribution of equivalent value in lieu of on-site provision.**

**Where development cannot deliver the full affordable housing requirement, the applicant must provide evidence in the form of an open book viability assessment, at the cost to the developer, demonstrating why the target cannot be met. The Council will discuss with the developer to establish a level of affordable housing provision that is achievable. In such cases the Council will commission an independent expert review of the viability study, for which the applicant will bear the cost.**

236. The exact amount of affordable housing on each site will be agreed through negotiation with the developer, and Policy SC8 will be our starting position. Our housing strategy, and where relevant local housing needs surveys, will inform these negotiations. We will monitor the delivery of affordable housing through Policy SC8 and review our housing strategy periodically to ensure that our aim to provide an appropriate mix of houses is fulfilled.
237. Policy SC8 applies to single use or mixed-use schemes. It will apply to all types of residential development including private retirement homes, sheltered accommodation, extra care schemes and other housing for older people where these fall within Use Class C3 (Dwelling houses). Where specialist accommodation is being provided applicants should approach the Council at an early stage to establish whether on-site or off site affordable housing provision would be appropriate or whether the contribution should be in the form of a financial contribution.
238. It will also apply to development sites which meet the threshold set out within the policy. Where such sites are sub-divided we will normally expect each subdivision or smaller development to contribute proportionally towards achieving the amount of affordable housing which would have been appropriate on the whole or larger site. In applying this policy the Council will ensure that the most effective use is made of development sites at appropriate densities.
239. The artificial restriction of site areas or inefficient use of land to avoid the affordable housing thresholds is not acceptable, as proper planning of an area requires a comprehensive approach. Sites in the same ownership (or with an ownership relationship) will be treated as a single planning unit. Sites which have a clear relationship in physical terms will be treated as one site, such as adjacent underused sites, even if they are in different ownerships.

240. In applying this policy we will use the latest government definition of affordable housing. Applicants should always contact us at an early stage for advice on affordable housing mix requirements.
241. The affordable homes provided must be distributed within the development wherever practically possible to support the creation of integrated and mixed communities. Policies to achieve good design apply to affordable homes as they do to all other development. The affordable housing should be indistinguishable from the market housing.
242. In exceptional circumstances, and only where justified, we may accept off-site provision, or a financial contribution of equivalent value in lieu of on-site provision. We will consider this matter on a site by site basis.

## **Affordable Homes for Rural Communities**

243. Our approach to sustainable development is to operate a policy of general restraint in the countryside, to protect its intrinsic character and beauty. This approach needs to be qualified for purposes of meeting the housing needs of local residents, to avoid exacerbating the difficulties they face with housing affordability in rural areas.
244. We will therefore, in certain circumstances, seek to increase the stock of affordable housing by allowing proposals which would not otherwise be supported. We will work closely with parish councils and local communities to progress these schemes. In circumstances where agreement cannot be reached, we will consider the use of compulsory purchase powers to procure any land necessary for 'exception' development.

### **Policy SC9: Rural Exception Sites**

**Small-scale developments of affordable housing on land adjoining or closely related to villages will be supported, provided that development proposals:**

- a) **address a proven local need for affordable housing;**
- b) **provide affordable housing which is available in perpetuity for those with a local connection, unless exceptional circumstances can be proven; and**
- c) **include a mix of dwelling types, sizes and tenures that are informed by a discussion and agreement with the Council, including considerations of the current evidence of housing needs for the settlement.**

**An element of market housing may be supported where:**

- i. **at least 70% of the total number of proposed dwellings would be affordable housing solely for subsidised rent; and**

- ii. **the affordable housing element will be secured in perpetuity for those with a local connection, unless exceptional circumstances can be proven.**

**Starter homes will not be considered as an appropriate form of affordable housing for meeting the criteria of this policy.**

- 245. The development of rural exception sites will help to create sustainable, mixed communities. It will complement the overall supply of new homes in the District, making additional provision in the villages and other small settlements<sup>19</sup>, but only where there is a proven local need for affordable housing. Evidence of need should be up-to-date and could be drawn from the Council's Housing Register or from surveys of local residents within the Parish.
- 246. Policy SC9 allows for a proportion (not more than 30%) of market housing to come forward on rural exception sites if it helps to deliver the rest of the development as being for affordable subsidised rent.
- 247. Applicants will be required to enter into a planning obligation to ensure that all affordable housing remains available for those with a local connection in perpetuity. Current residents, or people who have a family or employment connection to the Parish, will generally qualify as having an appropriate local connection. We may provide further guidance through a Supplementary Planning Document.

## Specialist Housing

- 248. Over the plan period, there is likely to be a very substantial increase in the number of older people residing within the District. The projected increase for the number of people aged 75+ years is relatively large, compared to the South East as a whole or to the national average<sup>20</sup>. As people age, there is likely to be an increased requirement for specially-adapted housing and care accommodation, to address their health-related problems.
- 249. Housing for older persons covers a spectrum of needs, from sheltered housing (where residents live mainly independent lives whilst sharing some communal facilities) through to extra care housing and care homes, where a level of personal health care is typically provided. The 2016 SHMA estimates potential requirements for sheltered, extra care and residential care housing.
- 250. The 2016 SHMA requirements should be considered indicative, particularly regarding the future provision of sheltered housing, given that a greater proportion of older persons may choose to remain in their own home if it can be appropriately adapted and any care needs can be met. However, if older

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<sup>19</sup>For sake of clarity, Policy SC12 will not apply to the following settlements: Blackwater & Hawley, Church Crookham, Elvetham Heath, Fleet, Hartley Wintney, Hook, Yateley, and the new settlements at Murrell Green and Hartland Village.

<sup>20</sup>See Figure 14.7 of the Hart, Rushmoor and Surrey Heath Strategic Housing Market Assessment, 2016

persons choose to down-size to specially adapted homes, this could free up some of the under-occupied stock of housing within the District, to help meet the needs of larger households.

251. We will therefore support the provision of accommodation for those with specialist needs, including new housing for older persons, through development on particular allocated sites (see Policies SC1, SC2, and SC3) and in accordance with Policy SC10.

### **Policy SC10: Specialist Housing**

**Proposals for housing that is designed to meet the needs of older persons or others requiring specialist care will be supported, where the new housing would:**

- a) be able to demonstrate access to appropriate services and facilities, such as local retail, leisure or health care provision (where these are not provided on-site); and**
  - b) be located within a settlement policy boundary, or on an allocated site in accordance with the policies of this local plan; or**
  - c) be located elsewhere, if it has been proven that there are no viable and available alternatives within all settlement policy boundaries. This must be demonstrated through an open book viability assessment which considers alternative sites within existing settlements that are developable at the time of submitting a planning application.**
252. Policy SC10 applies to all specialist housing proposals, whether these fall into Use Class C2 (residential institutions) or C3 (dwelling houses), or provide a mixture of both types of residential use. Where proposals include C3 uses, which allow for independent living, the proposed mix of housing tenures, sizes and property types will be assessed in terms of Policy SC9. Affordable housing provision will also be expected in relation to C3 Uses, in accordance with Policy SC8.
253. Policy NE1 (Thames Basin Heaths Special Protection Area) may apply to specialist and supported accommodation if the potential for increased recreation in the SPA cannot be ruled out.

### **Gypsies, Travellers and Travelling Showpeople**

254. Within the District the overall scale of need for Gypsy, Traveller and Travelling Showpeople accommodation is small in comparison to wider housing needs, but we have a responsibility to address these needs. It is important that we develop a fair and effective strategy to meet these needs, particularly through the identification of land for pitches and plots.

### **Policy SC11: Gypsies, Travellers and Travelling Showpeople**

**The provision of pitches for Gypsies and Travellers and plots for Travelling Showpeople will be delivered through:**

- **Safeguarding existing sites**
- **Extending existing sites, where possible, to meet the needs of existing residents and their families**

**Proposals for Gypsies, Travellers and Travelling Showpeople, will be supported where it has been demonstrated that the following criteria have been met:**

- a) there is a proven need for the development and/or the capacity of the site can be justified to meet needs for further gypsy, traveller and travelling showpeople sites, or extensions to existing sites**
- b) the potential occupants are recognised as gypsies, travellers or travelling showpeople in accordance with the planning definition set out in national planning policy;**
- c) services and facilities can be readily accessed, including schools, medical services and other community facilities;**
- d) it has no unacceptable adverse impact upon local amenity and the natural and historic environment;**
- e) it can be adequately serviced with drinking water and sewage and waste disposal facilities;**
- f) it is of a scale that does not dominate adjoining communities;**
- g) the site is appropriately screened without creating a sense of isolation from adjoining communities;**
- h) it has safe and convenient access to the highway network; and**
- i) it is of sufficient size to provide for accommodation; parking; turning and, where relevant, the servicing and storage of vehicles and equipment.**

**Any development granted under this policy will be subject to a condition limiting occupation to Gypsies, Travellers or Travelling Showpeople, as appropriate.**

**Existing permanent authorised gypsy, traveller and travelling showpeople sites will be retained for the use of these groups unless acceptable replacement accommodation can be provided or it has been established that the sites are no longer required.**

**Planning conditions or legal obligations may be necessary to ensure that any replacement sites are provided. Any replacement site should normally be available before the original site is lost.**

255. Gypsies, travellers and travelling showpeople are defined as persons that are leading or have led a nomadic life. Travelling showpeople differ from other gypsies and travellers as their employment and travel centres upon holding fairs,

circuses or shows across the country. Therefore, different terminology is used when referring to their residential needs. Gypsy and traveller households tend to reside on a residential “pitch” within a traveller “site” whereas travelling showpeople tend to reside on mixed-use “plots” within a travelling showpeople “yard”.

256. We are required to set pitch and plot targets for travellers which address their accommodation needs. We identify these needs by undertaking a Gypsy, Traveller and Travelling Showpeople accommodation assessment (GTAA). We have carried out a GTAA which covers the period 2016 – 2032. The assessment shows that there is currently no need to make any additional pitch provision for gypsies and travellers and that no additional plots are required for travelling showpeople. There is also no proven need to consider any new transit provision at this time.
257. We will continue to work collaboratively with our neighbouring local authorities to understand the accommodation needs of gypsies, travellers, and travelling showpeople so that we maintain an evidence base to plan positively and manage development.

## Sustainable Economic Development

258. This chapter includes policies against which planning applications for economic development will be considered, setting out a clear framework for delivering the appropriate scale and type of economic development, in appropriate locations, to meet the needs of the District's communities over the plan period up to 2032. The strategic context for the economic development policies is set out in Chapter 5: Our Spatial Strategy.
259. The District has some successful and very influential global companies. It also has many vibrant micro and small businesses and home-based and pre-incorporated businesses. These smaller firms are often the lifeblood of the District's rural economy.
260. The strategy of the local plan is to develop a strong and thriving economy by maintaining and enhancing the District's diverse business. A number of policies will help to achieve this:
- Policies ED1 and ED2 support the enhancement of existing employment sites and enable the provision of new high quality employment space by encouraging the regeneration / redevelopment of established employment sites
  - Policy ED1 directs new employment provision to the appropriate locations including the strategic and locally important employment sites as defined on the Policies Map
  - Policies ED1, ED2 and ED3 support key employment sectors
  - Policies ED4-ED8 help to protect and enhance the role, vitality and vibrancy of the District's town and village centres
  - Policy ED3 enables proposals for farm diversification and the establishment of new business which support economic development in the District's smaller settlements and countryside.

## New Employment

261. Sustainable economic development is a key element of national planning policy. Historically, the District's economy has been very successful based on its location and the diversity of the sectors present. The District has a diverse economy with one in nine businesses (91%) being micro firms that employ fewer than ten people. One of our key objectives is to maintain and where possible support this economic diversity.
262. The Hart Economic Development Strategy identifies six priority sectors for the District which currently make up 32% of the District's employment base excluding those jobs supported in the supply chain. The six growth sectors detailed below fit well with Enterprise M3's priorities:

- Telecommunications
  - Computer programming services
  - Data processing and Hosting
  - Management Consultancy
  - Manufacturing of specialist electronics
  - Hospitality.
263. Crucial to retaining existing businesses and attracting new businesses into the District is the supply of employment land and premises of the right quality, type and size. The Joint Economic Land Review (ELR 2016) provides a detailed assessment of the supply of employment floorspace within the Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA) and the likely future demands. It concluded that there is sufficient employment land (in quantitative terms) to meet the needs of the FEA over the plan period, although land supply is limited for the industrial and warehousing sectors.
264. The retention of the Strategic and Locally Important Employment Sites is therefore, seen as important in maintaining an employment land supply that provides a range of sites across the District. Policy ED2 provides more detail on the protection afforded to such areas. The regeneration and intensification of existing employment sites will be supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that are reaching the end of their functional life.
265. For the purposes of Policies ED1 and ED2 an 'employment use' includes the B Class Uses i.e. B1 business (including offices), B2 general industry and B8 storage/distribution uses.

### **Policy ED1: New employment**

**Employment proposals (B Use Class) will be supported if they are located:**

- a) **within Strategic or Locally Important Employment Areas; or**
- b) **on a suitable site within a settlement policy boundary;**
- c) **on suitable previously developed land appropriate for the proposed use; or**
- d) **within rural areas and comply with the rural economy policy.**

**Where feasible, major developments for new employment floorspace should deliver local skills and training initiatives.**

### **Safeguarding employment**

266. The vast majority of the District's employment land allocations are well established and provide accommodation for a range of businesses including the District's priority sectors. However, some of the District's business parks in

more peripheral locations are currently experiencing relatively high vacancy rates for office accommodation. The amount of vacant floorspace has reduced over recent years as the economy has recovered and buildings have been converted/redeveloped to other uses.

267. There is a need to protect a portfolio of employment land to meet the needs of the District's established sectors (and their supporting industries) and so meet the aims and objectives of the Local Enterprise Partnership Strategic Economic Plan and the Hart Economic Development Strategy.
268. The ELR 2016 defines Strategic Sites as 'sites that are considered to fulfil a strategic function within the FEA and that have greatest alignment to the Enterprise M3 priority sectors. In addition, sites that support or could support the FEA's core sectors such as business services and industrial and distribution sectors located along the A331/M3 corridor'.
269. Five Strategic Employment sites have been identified:
- i. Bartley Wood, Hook, RG27, 9UP
  - ii. Bartley Point, Hook, RG27 9EX
  - iii. Cody Park, Farnborough, GU14 0LX
  - iv. Meadows Business Park, Blackwater, GU17 9AB
  - v. Osborne Way, Hook, RG27 9HY
  - vi. Waterfront Business Park, Fleet, GU51 3OT
270. There are also a number of other employment sites in the District that play an important role in servicing the local economy. Such sites are generally smaller employment sites that provide locations to support local businesses or valuable bad neighbour activities. "Bad neighbour" uses are those uses or industrial processes which may cause nuisance by reason of noise, vibration, smell and fumes. They include uses which are visually unattractive such as those involving large areas of open storage.
271. Thirteen Locally Important Employment Areas have been identified:
- i. Ancells Business Park, Fleet, GU51 2UJ
  - ii. Blackbushe Business Park, GU46 6GA
  - iii. Eversley Haulage Yard, RG27 0PZ
  - iv. Eversley Storage, RG27 0PY
  - v. Finn's Business Park, Crondall, GU10 5HP
  - vi. Fleet Business Park, Church Crookham, GU52 8BF
  - vii. Grove Farm Barn, Crookham Village, GU51 5RX
  - viii. Lodge Farm, North Warnborough, RG29 1HA
  - ix. Murrell Green Business Park, RG27 9GR
  - x. Potters Industrial Park, Church Crookham, GU52 6EU
  - xi. Rawlings Depot, Hook, RG27 9HU
  - xii. Redfields Business Park, Church Crookham, GU52 0RD
  - xiii. Optrex Business Park, Rotherwick, RG27 9AY

272. Whilst a significant proportion of the District's employment floorspace lies within the Strategic and Locally Important Employment Areas there is a significant proportion of the District's businesses which comprise small or medium enterprises (SME's) which make a valuable contribution to the rural economy.
273. Maintaining a supply of employment land and premises is crucial to enhance the economic competitiveness of the District and deliver sustainable economic growth. Sites within the Strategic Employment Areas are particularly valuable and the loss of land in these areas to non-employment uses could generate the additional pressure for the release of land in less acceptable locations. The Strategic Employment Areas are therefore protected for Class B uses and as such the loss of these sites to alternate uses will not be acceptable unless the criteria set out in the policy can be satisfied.

## **Policy ED2: Safeguarding Employment Land and Premises (B-Use Classes)**

### **I. Strategic Employment Areas**

**To contribute towards meeting the future economic growth needs of the District and the wider Functional Economic Area, the following sites are designated as Strategic Employment Sites and given the highest protection and safeguarding against loss to non-B-class employment uses by protecting them for B-class uses.**

- i. Bartley Wood, Hook**
- ii. Bartley Point, Hook**
- iii. Cody Park, Farnborough**
- iv. Meadows Business Park, Blackwater**
- v. Osborne Way, Hook**
- vi. Waterfront Business Park, Fleet**

**The redevelopment and regeneration of these sites will be supported to provide B-class employment floorspace that meets the needs of the market.**

**Small-scale proposals for changes of use or redevelopment to non-B-class employment uses at the above sites will be supported where they would provide complementary use(s)<sup>21</sup> that are not detrimental to the function and operation of the Strategic Employment Area.**

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<sup>21</sup>Such as small scale convenience retail and food and drink establishments which serve the employment area

## **2. Locally Important Employment Areas**

**To contribute towards meeting the future economic growth needs of the District, the following sites are designated as Locally Important Employment Areas and will be given protection against loss to non-B-class employment uses by protecting them for B-class uses:**

- vii. Ancells Business Park, Fleet**
- viii. Blackbushe Business Park**
- ix. Eversley Haulage Yard**
- x. Eversley Storage**
- xi. Finn's Business Park, Crondall**
- xii. Fleet Business Park, Church Crookham**
- xiii. Grove Farm Barn, Crookham Village**
- xiv. Lodge Farm, North Warnborough**
- xv. Murrell Green Business Park**
- xvi. Potters Industrial Park, Church Crookham**
- xvii. Rawlings Depot, Hook**
- xviii. Redfields Business Park, Church Crookham**
- xix. Optrex Business Park, Rotherwick**

**In cases where planning permission is required, the change of use or redevelopment of land and buildings in defined Locally Important Employment Areas will be supported where it can be demonstrated that:**

- a) there are not strong economic reasons why the proposed development would be unacceptable;**
- b) market signals indicate that the premises / site are unlikely to be utilised for employment use; or**
- c) the proposed use is of a similar character<sup>22</sup> to employment uses in Use Classes B1, B2 and B8; or**
- d) the site is not appropriate for the continuation of its employment use due to a significant detriment to the environment or amenity of the area.**

**Other employment sites may be identified through Neighbourhood Plans.**

- 274. The protection and retention of the District's Strategic Employment Sites is seen as crucial to maintain a supply of employment land and premises that will meet**

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<sup>22</sup>use classes that are of similar character will reflect the level of employment proposed, and the skills required and could include sui-generis uses but will not include town centre uses (e.g. uses in class A1 – A5).

the 'B-class' economic needs of the District, wider FEA and Local Enterprise Partnership area over the plan period.

275. Policy ED1 defines the District's Strategic Employment Sites and the protection given to these sites. The regeneration and intensification of existing employment sites for B-class uses will be supported to allow businesses to expand and enable the provision of modern employment stock to replace properties that have reached, or are reaching, the end of their functional economic life.
276. It may be possible to introduce small-scale non-B-class employment uses into the Strategic Employment Sites where they would provide complementary uses that would support businesses and employees. Examples of complementary uses include cafés and sandwich bars that would cater for breakfast and lunchtime trade, gymnasiums etc. The operating hours of such uses would be restricted accordingly. These sorts of uses can support the operation and function of employment sites and improve the offer available to prospective tenants/occupiers. The judgement about operation will consider whether the proposed use would affect the ability of established businesses, or potential future B-class occupiers, to carry out their activities without constraints. The judgement about function will consider the role that the site plays in the supply of land to meet B-class employment needs over the plan period.
277. Policy ED2 identifies that market signals will be taken into account when determining applications for the change of use of a Locally Important Employment Site to a non-employment use. In addition, we will require applicants to demonstrate that there would be no strong economic reasons why the premises or site should not be lost to alternate uses.
278. An indicative list of the evidence that we will require to be submitted with proposals for non-employment uses at Locally Important Employment Sites is detailed below:

#### **Market Signals Evidence**

- Sites will need to have been shown to be marketed at a reasonable value for at least six months with no interest from prospective buyers/tenants;
  - Information should be provided on premises similar to those that are proposed to be lost which are being marketed in the local area; and
  - The findings of the most recent Employment Land Review and annual monitoring data on employment land will also be used to determine whether there is a need for such employment premises (or sites) to meet future needs.
279. Demonstrating that there are No Strong Economic Reasons
- Whether the proposal would undermine the operation of the wider employment site by negatively impacting upon established neighbouring uses;
  - Whether the proposals would harm the businesses currently established at the site (for example, by requiring them to relocate prior to the termination of their lease) when no suitable alternative accommodation is

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The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

- available in the local area, and it can be demonstrated that the relocation of the business would impact upon its operation and sustainability;
- Whether the proposal would undermine the function of the employment site by affecting the supply of locally important employment land or premises available to meet employment needs over the plan period;
  - Whether the site is suitable for contributing towards meeting the needs for employment land, as identified in the most recent ELR; and
  - If the site is occupied, information on the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers, and evidence that suitable alternative accommodation is available in the local area.

## The Rural Economy

280. Rural areas support a range of businesses including micro and small enterprises which make a vital contribution to the strength and diversity of the District's economy. These enterprises can be found in a range of employment premises (both in terms of type and size) but also include self-employed people working from home. However, in common with rural areas elsewhere, the rural economy of the District faces a number of challenges including the restructuring of agriculture, varying levels of economic infrastructure (including poor broadband connectivity) and poor accessibility by public transport. In line with national planning policy, Policy ED3, along with other policies in the plan, provides support for rural economic growth and the creation of rural jobs and prosperity that will enhance or maintain the vitality of rural communities and meet identified needs.
281. The Hart Economic Development Strategy (EDS) identifies exploiting rural economic potential as an aim and identifies three actions to deliver it, notably support for:
- micro and small enterprises
  - rural tourism, culture and heritage
  - increasing farm productivity/diversification.

### Policy ED3: The Rural Economy

**To support the rural economy, development proposals for economic uses in the countryside will be supported where they:**

- a) are for a change of use or conversion of a suitable permanent building that does not generate a need for another building; or**

- b) are for a replacement building that is not temporary in nature, or for an extension to an existing building, provided that the proposal does not require substantial rebuilding<sup>23</sup>, extension or alteration; or**
- c) enable the continuing sustainability or expansion of a business or enterprise, including development where it supports a farm diversification scheme and the main agricultural enterprise; or**
- d) provide business floorspace that would enable the establishment of rural enterprises.**

**All development proposals must be of a use and scale that is appropriate to the site and location when considering:**

- e) landscape, heritage and environmental impacts;**
- f) impacts on residential amenity;**
- g) the accessibility of the site; and**
- h) the impacts on the local highway network including the type of traffic generated, the appropriateness for the rural roads to accommodate the development and the impact on their character.**

282. The rural economy policy seeks to maintain and enhance prosperity of the rural area by recognising that the need for new jobs is not limited to the villages and towns, given the existing population within the rural parts of the District. There are also existing businesses which may need to expand or relocate and these can be vital to local employment provision and local services in rural areas.
283. This policy applies to Business, General Industrial and Storage or Distribution (Classes B1, B2 and B8) proposals and other proposals for rural economic development. Such proposals will be supported where the use and scale of the development is appropriate to its location. This also applies to farm diversification schemes which can contribute a significant source of income for farmers, sustaining their main agricultural enterprise.
284. The redevelopment of previously developed land in the countryside will generally be encouraged provided that it is located on a suitable brownfield site appropriate for the proposed use.
285. We recognise that existing buildings within the countryside may be subject to proposals to replace them. However, this is limited to those which are not temporary in nature or the result of a temporary permission. Buildings constructed of temporary or short-life materials, or which are derelict or in an advanced state of disrepair, are not considered suitable for re-use. A structural survey of the building to be converted may be required.

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<sup>23</sup> The existing building must have a substantial residual fabric and be capable of re-use.

286. The impact of a replacement building is likely to increase with its size especially in relation to its impact on surroundings and being out of scale with its plot. The building that is to be replaced should be demolished, having regard to other relevant policies in the plan.
287. Development proposals for uses that require a need for the occupant to have on site residential accommodation will need to satisfy Policy MG5.

## **The District's Retail Centres**

288. Policy ED4 sets out a retail hierarchy for the District, reflecting the role and relationship of the centres in the District's retail network. The centres form part of the focal point for services and facilities that serve the immediate communities and the surrounding population. The boundaries of the town, District and local centres are defined on the Policies Map.
289. The District is within the wider catchments of regional centres (Basingstoke, Guildford, and Reading) and nearby centres (Aldershot, Bracknell, Camberley, Farnborough and Farnham). Residents have access to a good range of retail and other town centre services but it is recognised that people will travel to higher order centres outside of the District for comparison shopping, and that it would be unrealistic to try to compete with those centres. To do so would require the provision of a significant amount of new retail floorspace to attract larger units when there has been little developer interest in such schemes over the recent past, potentially reflecting the substantial changes within the business models of retailers.
290. However, we do want to maintain our current hierarchy of town, district and local centres to encourage development that would enhance their vitality and viability and reduce the need to travel further afield for day-to-day needs.
291. We will seek to promote accessible, attractive and vibrant town, district and local centres through development that reflects the role that each performs. The aim is for us to complement, not compete with, each other and neighbourhood centres.

### **Policy ED4: Town, District and Local Centres**

**The vitality and viability of the District's centres, as defined on the Policies Map, will be maintained and improved according to the role of the various centres set out in the hierarchy of centres detailed below:**

**Town Centre: Fleet**

**District Centres: Yateley, Blackwater, and Hook**

**Local Centres: Hartley Wintney and Odiham**

**New Local Centres may also come forward as part of the larger developments set out in Policy MG3, where they are suitable in scale to the level of growth proposed.**

**Within the defined centres, developments for town centre uses will be encouraged where they are appropriate to the scale, function and character of the centre.**

**Proposals for main town centres uses that are not in the centres defined will need to apply and satisfy the sequential test.**

**To support the rural economy, in those parts of the District within the Countryside, developments for town centre uses of less than 100sqm will not be required to apply a sequential test.**

**Development for main town centres uses, with a net floorspace exceeding 1,000sqm, in edge or out of centre locations will be supported if, following a Retail Impact Assessment, it would not have a significant adverse impact on existing centres.**

292. In considering proposals for main town centre uses there are two tests, notably the sequential test and retail impact assessment:

#### **Sequential Test**

293. In considering proposed developments of main town centre use on sites outside of designated centres or sites that are not allocated for such uses, the sequential test must be applied.
294. However, national policy provides flexibility to support the rural economy and therefore in the District developments for main town centre uses (such as offices) that are for less than 100 sq.m will not be required to undertake a sequential test.

#### **Retail Impact Assessments**

295. The Hart Retail, Leisure and Town Centres Study (2015) confirms that even small scale developments (below 2,500 sq.m gross) in the District may have cumulative impact implications.
296. Policy ED4 therefore, sets a local floorspace threshold for the preparation of retail impact assessments. This means that all retail development exceeding 1,000 sq.m gross floorspace that is not located within a Primary Shopping Area or centre boundary (as defined on the Policies Map) will be subject to a Retail Impact Assessment. This applies to all retail proposals on the edge of or outside of the District's centres.

#### **Fleet Town Centre**

297. Fleet Town Centre is identified as a secondary regional centre to meet the needs of its local catchment and is the main town centre in the District. It has a good selection of comparison shops, with a proportion much higher than the national average. In addition, the town centre has a good range of non-retail service uses.
298. Fleet has an active local and business community involved in activities promoting the town centre. This includes the implementation of a Fleet Business

Improvement District (BID) initiated by Fleet Business Forum which will bring additional funding for town centre initiatives. To support the overall aim of 'A Vibrant and Creative Place', the Hart Economic Development Strategy includes a set of actions relating to the provision of support to town and village centres, including Fleet.

### **Primary Frontages**

299. Within the Fleet Town Centre boundary, a Primary Shopping Area is shown on the Policies Map. This is the main shopping and service area for the town centre and is split into defined Primary and Secondary Shopping Frontages. The Primary Shopping Area, and Primary and Secondary Shopping Frontages, have been defined based on evidence set out in the Hart Retail, Leisure and Town Centres Study (2015).
300. The purpose of defining a Primary Shopping Frontage is to protect a core of retail uses within the heart of the town centre. The primary shopping frontage for Fleet is defined on the Policies Map. This area has a predominance of shops (Class A1 use) and high footfalls.
301. Not all changes of use however, will require planning permission from the Council. The Government has made a number of changes to the permitted development rights for changes of use relating to shops and other uses. This means that some changes of use within a shopping frontage may be able to take place without the need to apply for planning permission. Nevertheless, we would encourage all applicants to engage with the Council in regard to their plans.

### **Policy ED5: Primary Frontages in Fleet Town Centre**

**Within the Primary Shopping Frontage in Fleet Town Centre, as defined on the Policies Map, proposals that require planning permission for a change of use of units from a shop (Use Class A1) will only be supported subject to the proposal satisfying the following criteria:**

- a) **the proposal would maintain or enhance the centre's vitality or viability;**
  - b) **70% of the frontage would remain in shop (Use Class A1) use.**
  - c) **the proposal is for a use falling within Use Class A1-A5 or non-residential institution, and assembly and leisure use (Use Class D1 or D2) and retains an active frontage;**
  - d) **there would be no material adverse impact upon the external appearance of the premises; and**
  - e) **there would be no material adverse impact upon the amenities of nearby residential uses.**
302. For the purposes of interpreting Policy ED5, property frontages are considered to be the public facades of buildings, primarily comprising windows that could

be used for the display or advertisement of goods or services, together with customer entrances and exits.

### **Secondary Frontages**

303. The policy approach for the defined Secondary Shopping Frontage is to allow for a more diverse mix of uses, with generally lower levels of retail uses. The Secondary Shopping Frontage is defined on the Policies Map.

### **Policy ED6: Secondary Frontages in Fleet Town Centre**

**Within the Secondary Shopping Frontage in Fleet Town Centre, as defined on the Policies Map, proposals that require planning permission will be supported for new development proposals and changes of use subject to the proposal satisfying the following criteria:**

- a) the proposal would maintain or enhance the centre's vitality or viability;**
  - b) the proposal is for a main town centre use, which retains an active frontage; and**
  - c) no less than 50% of the frontage would remain in shop use (Use Class A1)**
304. For the purposes of interpreting policy ED6, property frontages are considered to be the public facades of buildings, primarily comprising windows that could be used for the display or advertisement of goods or services, together with customer entrances and exits.

## **District Centres**

### **Yateley**

305. Yateley also lacks a defined retail centre, instead consisting of a series of smaller centres and parades located around Reading Road.
306. The Retail, Leisure and Town Centres Study (2015) recommends that the Yateley District Centre Boundary is revised. The Study recommends splitting the centre into two distinct areas and concludes that it is not necessary to introduce a maximum non-shop (A1 Use Class) retail threshold for the centre.
307. There is an identified small requirement for additional shops, financial and professional services, restaurants and cafes, drinking establishments, and hot food takeaways (Use Class A) floorspace (up to 600 sq.m) within Yateley, however it is recognised that this could be met elsewhere in the District.

### **Blackwater**

308. The District Centre lacks clear definition. The centre is focused on London Road and provides retail and service units that provide convenience and comparison retail, some services and entertainment. The centre provides facilities for its

immediate population, as well as supporting the wider catchment area of Yateley and Hawley.

309. The Retail, Leisure and Town Centres Study (2015) recommends that the Blackwater District Centre boundary is extended to include the Lidl store to the south of London Road.
310. The Study also concludes that it is not necessary to define a separate Primary Shopping Area, but that we may wish to introduce a specific policy to stipulate that shop (Use Class A1) uses should continue to be the predominant uses in the centre and a maximum threshold of 30% non-shop (A1 Use Class) uses to help protect the retail provision but also allow flexibility for the service sector to grow.

### **Hook**

311. The District Centre runs along Station Road to just south of the railway line, as well as along London Road. Retail and service units provide convenience and comparison retail, services and entertainment.
312. The Retail, Leisure and Town Centres Study (2015) recommends that the boundary of Hook District Centre is revised.
313. The study identifies that there is a small requirement for additional shops, financial and professional services, restaurants and cafes, drinking establishments, and hot food takeaway (A Use Classes) floorspace within Hook. However it is recognised that this could be met elsewhere in the District such as through provision at the Strategic Housing-Led allocation at Murrell Green (Policy SC2). It is however, open to the emerging Neighbourhood Plan to redefine the District Centre.

### **Policy ED7: District Centres**

**Within the District Centres as defined on the Policies Map, proposals that require planning permission will be supported for changes of use and new uses subject to the proposal satisfying the following criteria:**

- a) **the proposal would maintain or enhance the centre's vitality or viability;**
  - b) **the proposal is for a main town centre use, which retains an active frontage; and**
  - c) **if the proposal is in Blackwater District Centre no less than 70% of the frontage would remain in shop (Use Class A1) use.**
314. For the purposes of interpreting Policy ED7, property frontages are considered to be the public facades of buildings, primarily comprising windows that could be used for the display or advertisement of goods or services, together with customer entrances and exits.

## Local Centres

### Odiham

315. The Local Centre is located along the High Street, between Church Street in the west and 45 High Street in the east and provides convenience and comparison shopping, services and entertainment.
316. The Retail, Leisure and Town Centres Study (2015) concludes that no changes are needed to the Odiham Local Centre boundary. It also is not necessary to define a separate Primary Shopping Area, nor to define primary or secondary frontages. The Odiham Neighbourhood Plan includes a policy on changes from retail to other uses on Odiham High Street.
317. Odiham Local Centre as defined on the Policies Map is within the Odiham Conservation Area and a high proportion of the buildings within the centre are listed. Therefore, proposals for new development will need to satisfy the appropriate conservation and heritage policies contained within this plan.

### Hartley Wintney

318. The Local Centre is focused along the wide High Street which provides a range of retail and service units.
319. The Retail, Leisure and Town Centres Study (2015) concluded that no changes are needed to the Hartley Wintney Local Centre boundary. However, the study recommended that the area within the current Local Centre boundary should be classified as a Primary Shopping Frontage and a policy should seek a maximum of 30% non-shop (A1 Use Class) to protect the function of the area.
320. There is an identified small requirement (up to 1,100 sq.m) for additional shops, financial and professional services, restaurants and cafes, drinking establishments, and hot food takeaway (Use Class A) within Hartley Wintney, however it is recognised that this need could be met through some small windfalls and provision elsewhere in the District which is accessible to the locality.
321. The potential to deliver additional shops, financial and professional services, restaurants and cafes, drinking establishments, and hot food takeaways (Use Class A) floorspace in the centre is constrained the Conservation Area and because of the number of listed buildings within the centre. Therefore, any proposals for new development will need to satisfy the appropriate conservation and heritage policies contained within this plan.

### **Policy ED8: Local Centres**

**Within the Local Centres as defined on the Policies Map, proposals that require planning permission will be supported for changes of use and new uses subject to the proposal satisfying the following criteria:**

- a) the proposal would maintain or enhance the centre's vitality or viability;**
- b) the proposal is for a main town centre use, which retains an active frontage;**
- c) there would be no material adverse impact upon the appearance of the premises; and**
- d) the proposal would not result in the proportion of the frontage remaining in shop (Use Class A1) use In Hartley Wintney to fall below 70%**

322. For the purposes of interpreting Policy ED8, property frontages are considered to be the public facades of buildings, primarily comprising windows that could be used for the display or advertisement of goods or services, together with customer entrances and exits.

## Natural and Built Environment

323. A fundamental aspect of the District's character is its natural and built environment. This contributes to the sense of place both inside and outside of settlements and to the quality of life enjoyed by residents and visitors.

### Thames Basin Heaths Special Protection Area

324. The Thames Basin Heaths Special Protection Area (TBHSPA) is an area of lowland heath covering over 8,000 hectares of land across Surrey, Berkshire and Hampshire. The TBHSPA was designated under the European Birds Directive in March 2005 because it represents a mixture of heathland, scrub and woodland habitat that support important breeding populations of nightjar, woodlark and dartford warbler. These ground nesting birds are particularly vulnerable to predation and disturbance. This protection was codified in UK law through the Conservation of Habitats and Species Regulations 2010.
325. Policy NE1 sets out the approach to the protection of the SPA, the basis of which is the South East Plan saved overarching policy (Policy NRM6) and the Thames Basin Heaths Special Protection Area Delivery Framework agreed by all the affected local authorities and Natural England. These set out the principles of avoidance and mitigation to avoid harm to the TBHSPA arising from new housing development. These measures include:
- The establishment of a 400 metre buffer zone around the TBHSPA within which no net new housing development will be supported;
  - The provision of Suitable Alternative Natural Greenspace (SANG);
  - Contributions towards Strategic Access Management and Monitoring (SAMM) measures – coordinated visitor management across the whole of the publically accessible SPA.

### **Policy NE1: Thames Basin Heaths Special Protection Area (TBHSPA)**

**Where new development is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (TBHSPA) it should be demonstrated that adequate measures will be put in place to avoid or mitigate any potential adverse effects.**

**Where mitigation measures are required for residential or similar forms of development the Council will adopt a consistent approach to mitigation, based on the following principles:**

- a) **there is a “zone of influence” set at between 400m and 5km linear distance from the TBHSPA boundary. Mitigation measures will be required for all net new dwellings and must be delivered prior to occupation and in perpetuity. Measures must be based on a combination of Strategic Access Management and Monitoring (SAMM) and the provision, improvement and/or maintenance of Suitable Alternative Natural Greenspace (SANG). If not provided an Appropriate Assessment will be**

**required to demonstrate that the development will not harm the integrity of the TBHSPA;**

- b) there is an 'exclusion zone' set at 400m linear distance from the TBHSPA boundary. Permission will not be granted for development that results in a net increase in residential units within this zone unless it can be demonstrated through an Appropriate Assessment that there will be no adverse effect on the integrity of the TBHSPA; and**
- c) Residential development of at least 50 net new dwellings that falls between five and seven kilometres from the TBHSPA may be required to provide mitigation measures. This will be assessed on a case-by-case basis.**

**The provision of SANG will meet the following standards and arrangements:**

- d) a minimum of 8 hectares of SANG land (after discounting to account for current access and capacity) should be provided in perpetuity per 1,000 new occupants;**
- e) developments must fall within the catchment of the SANG that provides mitigation, except developments of fewer than 10 net new residential units;**

**All development, which either alone or in combination with other plans or projects, is likely to have a significant effect on the ecological integrity of the TBHSPA without appropriate mitigation will not be supported.**

**Where further evidence demonstrates that the integrity of the TBHSPA can be protected using different linear thresholds or with alternative mitigation measures these must be agreed with the Council and Natural England.**

326. This Policy will apply to development as set out below:

- Proposals for one or more net new homes falling within Use Class C3 (residential development)
- Proposals for one or more net new units of staff residential accommodation falling within Use Classes C1 (Hotels) and C2 (Institutions).

**Within 400m zone**

327. It is considered not possible to mitigate impacts from the development of new homes within the exclusion zone up to 400m (linear) from the SPA due to the risks of fires, fly tipping, cat predation and other impacts. Therefore, proposals that would result in a net increase in the number of homes within the exclusion zone will not be supported unless through an Appropriate Assessment it is demonstrated that the development either alone or in combination with other plans will not harm the integrity of the TBHSPA.

### **Within 400m to 5km zone**

328. In the zone of influence, beyond the exclusion zone and up to 5km (linear) from the TBHSPA, a net increase in the number of homes is likely to lead to increased recreational use of the TBHSPA as visitor surveys produced by Natural England demonstrate that 70 percent of visitors to the TBHSPA come from within this distance. To ensure that new homes will not lead to increased recreational pressure on the SPA, new development must secure or provide Suitable Alternative Natural Greenspace (SANG) and provide funding for Strategic Access Management and Monitoring (SAMM) in line with our adopted [TBHSPA Avoidance and Mitigation Strategy](#). If this is not provided in accordance with the policy then an Appropriate Assessment will be required to demonstrate that the development either alone or in combination with other plans will not harm the integrity of the TBHSPA.

### **5 to 7 kilometre zone**

329. 80% of visitors come from within 7 kilometres of the TBHSPA. Developments which individually, or collectively in close proximity, deliver at least 50 net new homes in the five to seven kilometre zone may be required to provide or contribute to an amount of SANG, and make a contribution towards SAMM, this will be determined on a case by case basis.

### **New homes that do not require planning permission from the Council**

330. Developments covered by prior approval and permitted development rights benefit from automatic planning permission or deemed consent and do not need to submit a planning application. These developments must nevertheless be compliant with the Habitats Regulations as a matter of law and must adhere to the principles set out in Policy NEI.
331. Where mitigation and/or avoidance measures are required, these should be provided in line with the approach set out in this policy and the TBHSPA Avoidance and Mitigation Strategy.

### **Suitable Alternative Natural Greenspace (SANG)**

332. SANGs are semi-natural public open spaces that mitigate the impact of new homes on the TBHSPA by providing land that can be used for recreation as an alternative to visiting the TBHSPA. The amount of SANG land needed to provide mitigation for a new development will depend upon the expected number of occupants.
333. SANG must be provided at a minimum of 8 hectares of SANG per 1000 occupants of new development.
334. Proposals for new SANGs must be approved by the Council (the relevant Competent Authority) following advice from Natural England and will be expected to follow Natural England's SANG guidelines. Applicants may propose bespoke SANGs that provide mitigation for their own developments, either within the development site or off-site in an appropriate location. The requirements of the SANG guidelines often mean that SANGs cannot be delivered on smaller sites. Where we have capacity we may make Council

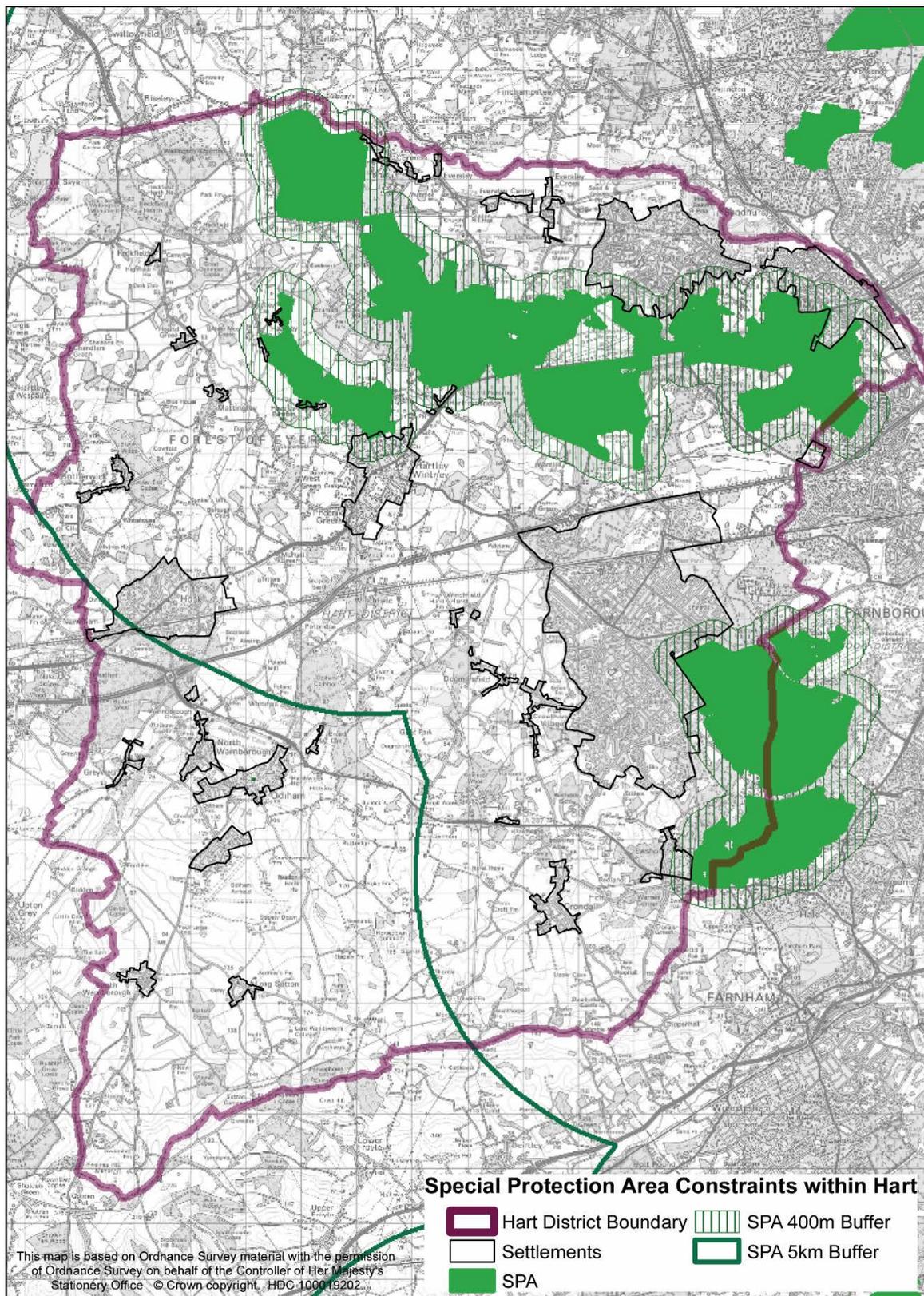
administered SANG available to developers of smaller sites subject to the payment of a tariff.

335. Large developments may be required to provide bespoke SANGs based on factors including their scale and potential impact on the TBHSPA, their ability to do so, and the availability of strategic SANG. This will be judged on a case-by-case basis. Bespoke SANGs may be required to include a combination of benefits, including biodiversity enhancement, green infrastructure and, potentially, new recreational facilities in line with the Council's adopted green infrastructure policies.
336. SANGs as a publically accessible open space must also conform to all the usual criteria and standards associated with a high quality open space provision (see the Hart Open Space Study, 2016). This will mean that the site must have regard to the suitability for a diverse range of user groups, with a variety of social and physical needs and abilities. The SANGs must have an agreed, detailed management plan that has regard to both the needs of the visitor as well as the practical management of the site and have the financial resources to run the SANGs in perpetuity (80 years).
337. The Council's preference is to adopt the SANGs as an appropriate managing body. However, if this is not achievable then other solutions will be considered provided that it can be demonstrated that the SANGs is meeting its capacity targets and the site continues to meet the needs of the community it serves.

#### **Strategic Access Management and Monitoring (SAMM)**

338. SAMM refers to measures undertaken to reduce the impact of visitors on the TBHSPA by promoting the use of SANG, providing on site wardening, a THBSPA education programme and undertaking monitoring of both visitors and bird populations. Access management measures are provided strategically across the whole of the TBHSPA to ensure that adverse impacts are avoided and that SANGs function effectively. This is funded through developer contributions and co-ordinated by Natural England in partnership with landowners and other stakeholders. All contributions received are passed to Natural England and are not held or used by Hart District Council.

Figure 10 Map of the Special Protection Area with 400m and 5km zones of influence.



The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

## Landscape

339. The District is fortunate to have a range of different landscapes forming the backdrop to its settlements<sup>24</sup>. The protection and enhancement of valued landscapes is supported by national planning policy.

### Policy NE2: Landscape

**Development proposals must respect and wherever possible enhance the special characteristics, value or visual amenity of the District's landscape.**

**Development proposals will be supported where there will be no detriment to:**

- a) **the particular qualities identified within the Council's landscape character assessment and subsequent updates or relevant guidance;**
- b) **the visual amenity and scenic quality of the landscape;**
- c) **historic landscapes, parks, gardens and features; and**
- d) **important local, natural and historic features such as trees, woodlands, hedgerows, water features e.g. rivers and other landscape features and their function as ecological networks.**

**An assessment of the character and visual quality should be carried out proportionate to the scale and nature of the development proposed, and where appropriate, proposals will be required to include a comprehensive landscaping scheme to ensure that the development would successfully integrate with the landscape and surroundings.**

340. It is important to conserve and, where possible, enhance the various landscape character areas within the District, thus to perpetuate the District's attractiveness to residents, visitors and businesses alike. Any new development should be in keeping with the character of the local landscape in terms of its location, siting and design.
341. Smaller, individual features can combine to establish character and identity. These elements, such as trees, hedgerows and watercourses often provide recognisable boundaries to settlements which help to establish an identity of an area. These features should be protected as their loss, either individually or cumulatively, could have a potential impact on both the immediate and wider character of the landscape.

## Biodiversity and geodiversity

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<sup>24</sup>Further information about the landscape character within Hart District can be found in the Hart Landscape Character Assessment (1997) and the Integrated Landscape Character Assessment (Hampshire County Council, 2012).

342. The District has many areas which are noted for their biodiversity value. These areas support a wide variety of species and habitats, and form an important part of the network of biodiversity sites within the wider environment. Of note are chalk rivers, tracts of heathland, and parcels of ancient woodland. The importance of these areas is recognised by statutory protection afforded through European Directives (The Thames Basin Heaths Special Protection Area), and UK legislation (National Nature Reserves e.g. Castle Bottom, and Sites of Special Scientific Interest e.g. Odiham Common SSSI, Fleet Pond SSSI and Basingstoke Canal SSSI). Sites of local importance meanwhile include Sites of Nature Conservation (SINCs), Local Nature Reserves (LNRs) and Local Geological Sites. These sites will be maintained, with opportunities for enhancement encouraged.

### **Policy NE3: Biodiversity and Geodiversity**

- 1. Development proposals will be supported where significant harm to biodiversity and/or geodiversity resulting from a development can be avoided or, if that is not possible, adequately mitigated and where it can be clearly demonstrated that there will be no:**
  - a) adverse impact on the conservation status of key species;**
  - b) adverse impact on the integrity of designated and proposed European designated sites;**
  - c) harm to nationally designated sites;**
  - d) harm to locally designated sites including Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs);**
  - e) loss or deterioration of a key habitat type, including irreplaceable habitats; and**
  - f) harm to the integrity of linkages between designated sites and key habitats.**

The weight given to the protection of nature conservation interests will depend on the national or local significance and any designation or protection applying to the site, habitat or species concerned.

- 2. Where development proposals do not comply with the above they will only be supported if it has been clearly demonstrated that there is an overriding public need for the proposal which outweighs the need to safeguard biodiversity and/or geodiversity and there is no satisfactory alternative with less or no harmful impacts. In such cases, as a last resort, compensatory measures will be secured to ensure no net loss of biodiversity and, where possible, provide a net gain.**
- 3. Proposals for development must include adequate and proportionate information to enable a proper assessment of the implications for biodiversity and geodiversity.**

- 4. To secure opportunities for biodiversity improvement, relevant development proposals will be required to include proportionate measures to contribute, where possible, to a net gain in biodiversity and/or geodiversity, through the creation, restoration, enhancement and management of habitats and features including measures that help to link key habitats.**
  - 5. Approaches to secure improvements could be achieved through**
    - a) a focus on identified Biodiversity Opportunity Areas and Biodiversity Priority Areas as identified in the council's Green Infrastructure Strategy (and subsequent updates); or**
    - b) on-site and/or off-site provision linked to development in accordance with the council's adopted green space standards; or**
    - c) measures through compensation, such as biodiversity offsetting.**
343. In applying this Policy, we will apply a hierarchical approach to the conservation of designated sites as follows:
- i. International Sites;
  - ii. National Sites;
  - iii. Irreplaceable Habitats;
  - iv. Local Sites.
344. Locally important habitats and species are not solely confined to these sites and other sources of information should be used to assess the impact on biodiversity such as the Hart Biodiversity Action Plan, 2012 – 2017.
345. All development proposals will be expected to avoid negative impacts on existing biodiversity and/or geodiversity and all developments should seek to provide a net gain. This might be through measures including landscaping opportunities, tree planting or habitat management.
346. In line with national policy, we will seek to ensure that development proposals do not result in significant harm to biodiversity and/or geodiversity. If this cannot be avoided (for example through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated, then planning permission will not be supported.
347. Plans or projects proposing development that are not directly connected with the management of European sites, but are likely to have a significant effect on them, will require a Habitats Regulations Assessment to ensure that effects are avoided or adequately mitigated. If adverse effects on a sites integrity cannot be avoided or mitigated then reasons of overriding public interest must be demonstrated and compensation measures provided.

## Flood risk

348. National Planning Policy Guidance seeks to ensure that inappropriate development in areas at risk of flooding are avoided by directing development away from areas at highest risk, but where development is necessary, by making it safe without increasing flood risk. We must take into account the likely impacts of climate change and in considering the approach to development apply a sequential test to steer new development to areas with the lowest probability of flooding.

### Policy NE4: Managing Flood Risk

**Development in areas at risk from all sources of flooding, now and in the future, as identified on the latest Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (including the functional floodplains) will be supported only where:**

- a) it meets the sequential and exception test (where required) as outlined in Government guidance;
- b) a site-specific Flood Risk Assessment demonstrates that the development will be safe without increasing flooding elsewhere, and where possible, will reduce flood risk overall;
- c) the development incorporates flood protection, flood resilient and resistant measures, including safe access and escape routes where required and that any residual risk can be safely managed by emergency planning; and it gives priority to the use of sustainable drainage systems;
- d) the development will not increase off site flood risk either via increasing surface water run-off or through the displacement and obstruction of flood waters from any sources. In locations affecting locally identified Indicative Flood Problem Areas and Causal Areas, a reduction in flood risk will be expected, including minor development; and
- e) the integrity and function of a reservoir or canal embankment is not compromised.

**All development will be required to ensure that, as a minimum, there is no net increase in surface water run-off. Priority will be given to the use of sustainable drainage systems (SuDs) to manage surface water drainage, unless it can be demonstrated that SuDs are not appropriate. Where SuDs cannot be implemented a justification must be provided along with proposed alternative sustainable approaches to surface water management. SuDs should seek to enhance water quality and biodiversity and arrangements should be put in place for their whole life management and maintenance. In areas defined locally as 'Causal Areas', stricter management of surface water runoff should be applied.**

**Development should be avoided in areas at risk from, susceptible to, or have a history of groundwater flooding. If this is not possible then the**

**development should be designed to incorporate flood resistance and resilience measures.**

349. A Strategic Flood Risk Assessment (SFRA) has been undertaken to provide robust evidence of areas of flood risk from various sources in the District, this should be used alongside the Environment Agency's flood risk maps and recently updated Climate Change Allowances.
350. The SFRA provides the framework for applying the sequential and exception tests in the District. It identifies and maps the risk of flooding across the District based on a range of data and taking into account (where available) predicted climate change impacts, and is a useful source of information in undertaking site specific Flood Risk Assessments particularly in relation to specific locations across the District.
351. Flood Risk Assessments prepared for individual sites will consider flood risk from all sources, surface water run-off issues and the potential for sustainable drainage systems to minimise flood risk. Any development within areas of flood risk will require flood management, mitigation measures and demonstrate that development is safe from flooding. Site specific Flood Risk Assessments will also, locally, need to consider the Indicative Flood Problem Areas and the surface water catchment areas locally defined as Causal areas in the District. Where the assessment falls outside the remit of a statutory consultee, the Council will assess the acceptability.

## **Water Quality**

352. The District's water environment includes the River Whitewater, River Hart and River Blackwater, as well as streams, water bodies such as Fleet Pond, and groundwater sources. These are valued for their contributions to local biodiversity and landscapes<sup>25</sup>, whilst groundwater sources are often used to supply households with drinking water. To make sure that development occurs in a sustainable manner, local water quality must not be compromised by the new development. Policy NE5 seeks to ensure that development occurs within the environmental limits of the water environment and that statutory objectives for water quality can be met.

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<sup>25</sup> Section 2 of the Hart District Council Strategic Flood Risk Assessment, July 2016, contains further information about the primary watercourses (the River Blackwater, River Hart, River Whitewater and the Fleet Brook) and the Basingstoke Canal in particular.

## **Policy NE5: Water Quality**

**Development will be required to protect the quality of the District's water environment, and where possible contribute towards improvements that are necessary to meet statutory requirements for water quality. Development will be supported provided that:**

- a) it would not deteriorate the individual element band status of the District's waterbodies<sup>26</sup> or prevent the waterbodies from achieving 'good' ecological status;**
- b) it would help to protect and, where possible, enhance the quality of groundwater and surface water features;**
- c) any adverse impacts on local water bodies would be fully mitigated; and**
- d) it incorporates sustainable drainage systems where appropriate.**

353. The District forms part of the Thames River Basin. A [Thames River Basin Management Plan](#) has been prepared, for the purposes of achieving the objectives of the [European Water Framework Directive](#). Amongst other things, this directive aims to achieve 'good' status for all water bodies and to prevent deterioration of the status of surface waters and groundwater<sup>27</sup>.
354. Development should be planned to support the attainment of the environmental objectives of the Water Framework Directive, by supporting actions in the Thames River Basin Management Plan. In particular, development proposals that have the potential to contaminate groundwater within [Groundwater Source Protection Zones](#) will need to demonstrate that groundwater and surface water is adequately protected to prevent any deterioration in water quality and pollution of the water source. There are a number of Groundwater Protection Zones affecting development in North Warnborough and Odiham. Sustainable drainage systems will not be supported on contaminated land.
355. The Environment Agency monitors the status of the water environment. The relevant results for the primary watercourses in the District will be reported through the Council's Annual Monitoring Report. Planning permission will not be granted where monitoring detect a deterioration in the band status of a waterbody that is attributable to development, or that a waterbody would be prevented from achieving 'good' ecological status by a development proposal.
356. Where the achievement of water quality objectives is likely to be compromised by the effects of new development, intervention measures (i.e. improvements to wastewater drainage infrastructure) may need to be implemented prior to any new construction. This may require the Council to refuse planning permission, or to apply Grampian-type (suspensive) planning conditions. New water supply

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<sup>26</sup> A waterbody's band status is determined through monitoring by the Environment Agency

<sup>27</sup>Section 2.2 of the Environment Agency's Thames River Basin District River Basin Management Plan (updated December 2015) provides a full list of the environmental objectives of the Water Framework Directive.

and wastewater drainage infrastructure should be phased, timed and funded in advance of new development.

357. Contributions may be sought to upgrade existing water supply and drainage infrastructure, where this would be necessary to ensure that local water quality is not compromised and that statutory requirements are met. Sustainable drainage systems should be used where they would help to manage the discharge of water into the environment and prevent existing infrastructure from becoming overloaded.
358. Some water bodies within the District are also of particular ecological significance. For example, the Basingstoke Canal is recognised as a SSSI for its plant and animal life.

## Historic Environment

359. The District has a diverse heritage which underpins its special character including approximately 1,000 listed buildings, 10 scheduled monuments, 8 registered historic parks and gardens, and more than 30 conservation areas. There are also more than 300 locally listed buildings and 16 locally listed parks and gardens. In addition, the District is rich in archaeological sites which are recorded in the Historic Environment Record (HER). The historic landscape character has also been mapped as part of [Hampshire's Historic Landscape Assessment](#).
360. Heritage assets are vulnerable to change and potential harm, and should be managed proactively and sensitively. They should be protected and enhanced in a manner appropriate to their significance. The protection, conservation and enhancement of the significance of the historic environment and heritage assets forms part of sustainable development as set out in national planning policy.

### Policy BE1: Historic Environment

**The Council will seek to preserve or enhance heritage assets. Proposals will be assessed by reference to the significance of the asset. Substantial loss of, or harm to, nationally important sites, should only be considered in wholly exceptional circumstances.**

**Proposals which affect, or have the potential to affect, heritage assets must provide a heritage statement that:**

- a) **Describes the significance of the asset and its setting, using appropriate expertise and where necessary original survey, at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; and**
- b) **Sets out the impact of the development on the heritage assets and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and protect heritage assets, as well as recording loss and advancing our knowledge.**

**Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.**

361. Any harm or loss of a heritage asset should be exceptional or, for designated assets of the highest significance, wholly exceptional. Accordingly the overarching principle is that, where possible, harm to the significance of heritage assets should be avoided. If that is not possible, then the harm should be minimised or mitigated and requires clear and convincing justification in the form of public benefits before a harmful proposal should be allowed.

## **Design**

362. Good design is indivisible from good planning. This is because design is about more than just the appearance of buildings; it also concerns the relationships between people and places and how buildings fit together within their local environment, to create a distinctive sense of place. Achieving good design will involve creating new buildings and spaces that look good, that are fit for purpose and accessible, and that are adaptable to the changing needs of residents and visitors. Policy BE2 will enable us to ensure that a good standard of design is achieved, and that the distinctive qualities of our towns and villages will be reflected in new development.

### **Policy BE2: Design**

**All developments should seek to achieve a high quality design and positively contribute to the overall appearance of the local area.**

**Development will be supported where it would meet all of the following criteria:**

- a) **it promotes, reflects and incorporates the distinctive qualities of its surroundings in terms of the proposed scale, density, mass and height of development, and choice of building materials. Innovative building designs will be supported provided that they are sensitive to their surroundings and help to improve the quality of the townscape or landscape;**
- b) **it provides or positively contributes to public spaces and routes that are attractive, safe and inclusive for all users, including families, disabled people and the elderly;**
- c) **the layout of new buildings reinforces any locally distinctive street patterns, responds to climate change, and enhances permeability by facilitating access by walking or cycling modes;**
- d) **it respects local landscape character and sympathetically incorporates any on-site or adjoining landscape features such as trees and hedgerows, and respects or enhances views into and out of the site;**

- e) it protects or enhances any surrounding heritage assets, including their settings;
- f) it includes sufficient well-designed facilities/areas for parking (including bicycle storage) taking account of the need for good access for all users;
- g) the design of external spaces (such as highways, parking areas, gardens and areas of open space) facilitates the safe use of these areas by future residents, service providers or visitors, according to their intended function;
- h) the future maintenance and servicing requirements of buildings and public spaces have been considered, including the storage and collection of waste and recycling;
- i) it reduces energy consumption through sustainable approaches to building design and layout, such as through the use of low-impact materials and high energy efficiency; and
- j) it incorporates renewable or low carbon energy technologies, where appropriate.

**Development proposals should demonstrate compliance with the above criteria through a Planning Statement or a Design and Access Statement (where one is required), submitted alongside a planning application. Masterplans will be prepared for strategic development sites (see Policy MG3). Proposals must also demonstrate that they have taken account of any local supplementary guidance (such as any local town or village design statements, design codes or conservation area appraisals) and design-related policies in Neighbourhood Plans.**

363. Hart District is an attractive, largely rural area with historic towns and villages that contribute to its distinctive sense of place. New development should help to preserve and enhance the built environment, and whilst some changes are inevitable, new development must reinforce the impression that the District is a highly desirable place to live and work. We expect the requirements of Policy BE2 to be met by all relevant development proposals. The criteria are intended to be flexible so that they can be applied to most forms of development at different scales.
364. Proposals will need to take account of the health and well-being of future residents, workers and visitors, and will need to take an inclusive approach to design that will allow everyone to benefit. New development must include considerations as to how all potential users would access new buildings and move around new spaces. Policies SC6 and SC8 provide guidance in relation to the provision of accessible and adaptable homes.
365. High quality design will also ensure that new development is resilient and enduring. There is a need to protect development from the risks of climate change, through an appropriate layout that avoids or mitigates increased flood risks (i.e. through enabling the incorporation of sustainable drainage systems) and

allows buildings to be orientated to benefit from 'solar gain', thereby reducing their energy requirements. The emission of greenhouse gases that is associated with new development can be reduced through including energy generating technologies such as solar panels or ground source heat pumps. The inclusion of renewable and low carbon technologies should be considered by applicants, though this should not be at the expense of meeting the other requirements of good design.

366. Proposals should not only be of a high quality in design terms, but in many locations across the District they will also need to protect and enhance the historic character of existing development. This means that they will also need to meet the criteria of Policy BE1.
367. To support the implementation of Policy BE2, the Council may produce additional planning policies, supplementary planning documents or supplementary planning guidance.

## **Sustainable Water Use**

### **BE3 - Sustainable Water Use**

**All new homes must meet the water efficiency standard of 110 litres/person/ day, to be achieved by compliance with the Building Regulations.**

368. Climate Change has been identified as a key issue in the District, particularly with regards to water resource issues. We therefore, need to adopt a proactive approach to take full account of water supply and demand considerations, including whether the application of a tighter water efficiency requirement for new homes is justified to help manage demand.
369. All new homes already have to meet the mandatory national standard set out in the Building Regulations of 125 litres per person per day. However, we think that there is a need for all new homes to meet the tighter [Building Regulations optional water efficiency requirement of 110 litres per person per day](#).
370. In terms of the evidence available to justify the requirement to meet the tighter water efficiency standard, the Environment Agency report 'Water Stressed Areas: Final Classification' (2013) identifies that the area is characterised by serious water stress. This is based on current and future water usage and climate change scenarios.

371. The [Loddon Catchment Abstraction Management Strategy](#) (CAMS, May 2014) sets out local water resource availability and the wider water situation, including the pressures facing the region. The area has local resource status of 'water available for licensing'.
372. On the basis of this evidence, the Local Plan requires a tighter optional water efficiency requirement of 110 litres per person per day in the construction of all new dwellings over the Plan period.

## **Renewable and low carbon energy**

373. An Energy Opportunities Plan (EOP), incorporated within the North Hampshire Renewable Energy and Low Carbon Development Study (2011), demonstrates opportunities for low carbon energy generation potential, including wind, photovoltaic solar, biomass for direct combustion and anaerobic digestion, and District heating with combined heat and power (CHP).
374. The District has significant local renewable resource potential, and the EOP indicates favoured locations where opportunities might be viable. Development proposals should be in line with the EOP, though other locations or technologies are not precluded.

### **Policy BE4: Renewable and low carbon energy**

**The Council will promote and encourage all technologies and types of renewable and low-carbon energy generation, appropriate to the location in the District. This includes schemes that:**

- a) form part of proposed new developments (including stand-alone schemes); or**
- b) are incorporated into existing developments; or**
- c) are community-led initiatives.**

**Renewable and Low-Carbon energy generation applications will be approved if any adverse impacts are addressed satisfactorily including cumulative landscape and visual impacts. Therefore all applications are subject to the following considerations:**

- d) the degree to which the developer has demonstrated any wider environmental, economic, and social benefits of a scheme as well as to how any adverse impacts have been minimised proximity to, and impact on, transport infrastructure and the local highway network;**
- e) the impact on designated sites of European, national, regional and local biodiversity and geological importance;**
- f) the impact on relevant heritage assets;**
- g) the impact on high grade agricultural land the impact on residential amenity; and**

**h) the degree to which the developer has demonstrated any wider environmental, economic, and social benefits of a scheme as well as to how any adverse impacts have been minimised.**

375. Policy BE4 identifies the main issues that are likely to be relevant when balancing the merits of any proposals for renewable and low carbon energy generation against any adverse impacts.
376. When assessing the adverse impacts of a scheme it is important to consider the cumulative landscape and visual impacts of the development. Cumulative visual impacts may arise where two or more of the same type of renewable energy development will be visible from the same point, or will be visible shortly after each other along the same journey.

## **Pollution**

377. Unacceptable levels of pollution can have a significant impact on the environment and on the health, well-being and quality of life enjoyed by individuals and communities. Development should therefore seek to protect, and where possible improve upon, the amenity of existing and future residents and building occupants, and the environment in general. Securing high-quality design and a good standard of amenity for all existing and future occupants of land and buildings is a core principle emphasising the need for good-quality sustainable development.
378. Noise from road and rail traffic, aircraft in the air, construction, entertainment venues, and commercial and industrial activities all have the potential to affect health and quality of life significantly and adversely if not properly controlled or planned for. The adverse effects of excessive exposure to noise (and vibration) are well documented and rightly recognised as a material planning consideration. Noise is a key aspect of quality of life and social well-being, and therefore, by extension, sustainable development.
379. The release of fine particles and harmful gases into the atmosphere can have a significant impact on human health and the environment. In addition, odours which may not necessarily be harmful to health can have a significant impact on amenity and quality of life. It is vital, therefore, that such emissions are considered in any development proposal.
380. Artificial lighting that is either poorly designed, operates beyond reasonable hours or is simply not necessary can lead to glare, light spillage and sky glow. It can affect adversely the quality of life of neighbouring residents, be damaging to wildlife and be simply a waste of energy.
381. Whilst the District may not have a history of heavy industry, there may still be a diversity of land use over the years, some of which may have left a legacy of contamination (aircraft engine testing for example the former Pyestock site). This contamination may be associated with industrial processes or activities that

have long ceased operating and are no longer evident. The possibility of contamination should therefore always be a consideration, particularly when the development proposed involves a sensitive use, such as housing, schools, nurseries or allotments.

#### **BE4 - Pollution**

**Development will be supported provided that it:**

- a) does not give rise to, or would be subject to, unacceptable levels of pollution; and**
- b) is satisfactorily demonstrated that any adverse impacts of pollution, either arising from the proposed development or impacting on proposed sensitive development or the natural environment will be adequately mitigated or otherwise minimised to an acceptable level**

**Where development is proposed on or near a site that may be impacted by, or may give rise to, pollution, such a proposal must be accompanied by an assessment that investigates the risks associated with the site and the possible impacts on the development, its future users and the natural and built environment. The assessment shall propose adequate mitigation or remediation when required to achieve a safe and acceptable development.**

382. For the purposes of this policy, pollution means anything that affects the quality of land, air, water or soils which might lead to an adverse impact on human health, the natural environment or general amenity. It includes noise, vibration, light, air quality, radiation, dust, fumes or gases, odours or other effluvia, toxic substances, or degradation of soil and water resources.

#### **Pollution**

383. We will expect developments with the potential to cause pollution to provide an assessment that considers the impacts of the proposal on the existing environment. Proposals to introduce sensitive development to an area impacted by existing pollution will need to provide details of adequate mitigation. Proposals for development that would curtail the existing legitimate use of a site by exposing sensitive receptors to a detrimental level of pollution which was previously otherwise considered acceptable should be avoided. Where risks cannot be reduced to an acceptable level, permission will not be supported. The aim of this policy approach is to ensure that any adverse impacts are considered early in the development and design process so that such impacts can be adequately addressed in a timely manner along with other constraints, in order to ensure a high-quality design and a good standard of amenity.

## **Noise**

384. Development proposals will need to consider the noise environment where developments are to be located, or any locations beyond the boundary of the site that they may affect, and demonstrate how the impacts of the development comply with the Council's requirements. New development which will give rise to, or would be subject to, significant adverse effects of noise will not be supported.
385. Noise from road and rail traffic, aircraft in the air, construction, entertainment venues, and commercial and industrial activities all have the potential to affect health and quality of life significantly and adversely if not properly controlled or planned for. The adverse effects of excessive exposure to noise (and vibration) are well documented and rightly recognised as a material planning consideration. Noise is a key aspect of quality of life and social well-being, and therefore, by extension, sustainable development.

## **Air Quality**

386. At present, air quality within the District is generally good, and there are no air quality management areas (AQMAs). On-going monitoring continues to show achievement of the relevant air quality objectives, but there are areas where the air quality requires improving; these are generally located close to main roads which experience a high volume of traffic.
387. Proposals for development that introduces sensitive development close to significant sources of pollutants, or for development likely to result in significantly increased local emissions, will need to provide an air quality assessment that considers the impacts of the proposal on the existing air quality environment and/or future occupants of the development. Details of adequate mitigation will be required to demonstrate an acceptable development can be achieved and that emissions can be controlled or minimised. Proposals for development that risks non-compliance of EU limits or requires the District Council to designate an AQMA will not be supported.
388. Odour and fumes from commercial activities can have a detrimental effect on the health and quality of life of local residents and the environment in general. For commercial kitchens, the siting of extract flues is of concern in relation to its potential impact on amenity, and best practice guidance should be followed at an early stage to ensure an acceptable development.
389. Other commercial or industrial development that has the potential to cause odorous emissions will need to demonstrate that all reasonable efforts are or will be employed to ensure that such odours will not impact on amenity or the quality of life of local communities. We will expect 'best practicable means' to be employed to ensure that this is the case.

390. Dust and emissions can often be a particular problem during the demolition and construction phases of any development. Adequate controls will need to be considered, and construction management plans, where deemed necessary, will be required to set out what measures will be employed to minimise emissions from any associated activities.

### **Artificial Light**

391. Common causes of complaint concerns exterior security lights, illuminated advertising and flood lighting. We will therefore seek to limit the impact of artificial lighting by encouraging well-designed lighting schemes and will consider the impact of any lighting scheme on residents, wildlife, highway users, the character of the area and the visibility in the night sky. We will only support proposals that will not adversely affect amenity, the natural environment or public safety.

### **Contamination**

392. We have a duty under the Environmental Protection Act 1990 to investigate land in our area for possible contamination and, if necessary, use legislative powers to ensure that risks associated with a piece of land are minimised to an acceptable level. New development should therefore, be appropriate for its location and that responsibility for securing a safe development lies with the developer/landowner.

# Infrastructure

393. All development, regardless of size and scale, places additional demands on services and facilities which will affect their ability to meet the needs of the community. Timely delivery of necessary infrastructure that supports and mitigates the impact of new development is therefore essential to support our Spatial Strategy.
394. Infrastructure includes, but is not limited to, the following:
- Utilities and Waste: Water supply, foul water sewerage, waste and recycling, energy generation, telecommunications and broadband.
  - Transport: Highways, rail, bus, pedestrian and cycle network.
  - Social and Community: Hospital, GP, dentist, schools, further education, pre-school education and childcare, emergency services, libraries, youth centres, leisure centres, community halls, local convenience store, theatres, public realm, public houses, etc.
  - Green Infrastructure: Waterways, parks, natural and semi natural spaces, outdoor sports facilities, allotments, play areas, wildlife corridors/footpaths, green roofs, etc.

## Infrastructure Delivery Plan

395. We are preparing an Infrastructure Delivery Plan (IDP), which will identify the key infrastructure projects that will be required to deliver this local plan. A draft of the IDP is available to view in conjunction with this draft local plan. The final IDP will set out which projects are required, where they are required and by when, who will lead the delivery and how projects will be funded.
396. The IDP is being prepared in partnership with other infrastructure providers. Consultation on this draft local plan is a key stage in preparing the IDP allowing service providers to consider the cumulative impacts of the planned development. The IDP will also be refined in light of evidence base studies such as the Transport Assessment. The IDP will be regularly monitored and updated when necessary.
397. Through the IDP we will identify funding gaps and expect new development whether individually or cumulatively to make appropriate contributions. Developer contributions will be sought through Planning Obligations and/or, once adopted, through a Community Infrastructure Levy (CIL).
398. Until we adopt a CIL Charging Schedule the level of contributions will be determined on a site by site basis taking into consideration the size of the development, neighbourhood priorities, and the impact on infrastructure provision in the surrounding area.

399. Even once a CIL Charging Schedule is adopted, developer contributions for infrastructure directly associated with the development – meeting the three tests above – will still be required through a Section 106 Obligation, including the provision of affordable housing. On some of the strategic sites it may be the case that the CIL Charging Schedule will not apply and that all infrastructure provision, including contributions to off-site infrastructure, will be addressed through Planning Obligations.

### **Policy II: Infrastructure**

**All development that requires planning permission must make appropriate provision for infrastructure, on and off-site, or through financial contributions to off-site provision.**

**Planning obligations secured through Section 106 Agreements will be used to provide necessary site related infrastructure requirements such as new access arrangements, provision of open space and other community infrastructure, local highway/transportation mitigation and environmental enhancements.**

**Necessary off-site infrastructure will continue to be secured through Planning Obligations and, once adopted, according to the Council's Community Infrastructure Levy Charging Schedule to ensure that all such development makes an appropriate and reasonable contribution to the costs of provision.**

**The provision of infrastructure will be linked directly to the phasing of development to ensure that planned infrastructure is delivered in a timely fashion. This infrastructure will be co-ordinated and delivered in partnership with developers, public agencies, such as Hampshire County Council, and other authorities.**

400. Applicants for planning permission will need to demonstrate that existing, planned and/or committed infrastructure is sufficient to accommodate new development proposals.
401. Where existing infrastructure is considered insufficient to accommodate new development, we will seek contributions or measures either by the provision of on-site facilities and/or a contribution towards enhancement of off-site facilities including strategic infrastructure. Where on-site provision or financial contributions are made, arrangements for the on-going maintenance of facilities will be required where the facility has been provided predominantly for the benefit of users of the development concerned. The type and amount of infrastructure sought from each development will be appropriate and reasonable and directly related to the scale of development.

402. We will work with service providers to make sure that any need arising from new development is provided in a timely manner. Where new development creates a need for additional infrastructure a programme of phasing and delivery must be agreed with relevant partners before development begins. We may insist that development does not proceed in advance of appropriate and necessary infrastructure improvements.

## Green Infrastructure

403. Green infrastructure is defined as “A network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls.”<sup>28</sup>
404. Green infrastructure can be in public or private ownership and vary in size or condition. The multifunctional nature of green infrastructure refers also to the range of benefits it affords to human health (both physical and mental wellbeing), biodiversity, landscape, reducing local temperatures, decreasing the impact of climate change and alleviating flood risk. The benefits of green infrastructure can be felt at a local, regional and national level.
405. The District has a wide variety of green spaces including the green corridors of the Blackwater Valley and the Basingstoke Canal, parks, woodlands, common land, and designated sites of nature importance including the TBHSPA. A relatively recent addition to the green infrastructure network are the Suitable Alternative Natural Greenspaces (SANGs) provided to mitigate the effects of residential development on the TBHSPA.

### Policy I2: Green Infrastructure

#### Development will be supported provided that:

- a) **It protects and where possible enhances the green infrastructure network;**
- b) **Any adverse impacts on the green infrastructure network are fully mitigated through the provision of green infrastructure on site or, where this is not possible, through appropriate off-site compensatory measures; and**
- c) **Where new green infrastructure is provided with new development, suitable arrangements are put in place for its future maintenance and management.**

**Development proposals that would result in the loss of green infrastructure will only be supported if an appropriate replacement is**

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<sup>28</sup> DCLG 2016 Planning Practice Guidance for the Natural Environment – Green Infrastructure  
<http://planningguidance.communities.gov.uk/blog/guidance/natural-environment/green-infrastructure/>

**provided that is of equivalent or better value in terms of quantity, quality and accessibility.**

406. The overall aim of Policy I2 is to protect and enhance the District's green infrastructure network, and to ensure that where new green infrastructure is provided with new development that it is properly managed.
407. A Green Infrastructure Strategy for the District is being prepared. It will identify existing green spaces which collectively form a multi-functional system. The strategy will set out under various themes a number of strengths, weaknesses, opportunities and threats to the green infrastructure and will list a number of priority projects for future improvements to the network. Where appropriate, new developments should help to deliver the priorities set out in the strategy.
408. To protect and enhance the green infrastructure network development must avoid the loss, fragmentation, severance or other significant impacts on the functioning of the network. Developments should also incorporate green infrastructure as part of their overall design solution or masterplan, protecting and enhancing any existing green infrastructure assets on site and designing-in new green infrastructure.
409. Green infrastructure provided on site should be designed to be multi-functional and planned holistically alongside other policy requirements for open space and recreation, biodiversity, landscaping, flood risk and sustainable drainage. Opportunities should also be taken to contribute to the aims of the Green Infrastructure Strategy, for example creating links into the existing green infrastructure network and connecting existing green infrastructure assets. For developments close to major transport routes, particularly the M3 motorway and railway lines, blocks of woodland may need to be planted to serve as a buffer for noise and air pollution.
410. The provision of green infrastructure on site is more easily achieved within large developments but applicants for smaller schemes are also encouraged to consider how green infrastructure can be incorporated into their developments (for example green roofs, landscaping, gardens and amenity space).
411. Any additional pressures on the green infrastructure network arising from new development must be fully mitigated. This will normally be addressed through the on-site provision of green infrastructure and through any off-site measures required by other policies including biodiversity (Policy NE3), transport (Policy I3) and open space, sport and recreation (Policy I4), Planning conditions or planning obligations will be used where necessary.

## Transport

412. The Hampshire Local Transport Plan (2011-2031) produced by Hampshire County Council provides the long term framework for transport policies within the District. The Plan seeks to improve accessibility through the three initiatives to reduce, manage and invest.
413. [Hampshire County Council has also published a Transport Statement](#) to set out the transport objectives and delivery priorities for the District. The Hart District Transport Statement builds upon existing transport related documents covering the District, notably the Local Transport Plan 3, and, the Fleet Town Access Plan (TAP) to:
- Promote economic growth by providing a well-maintained, safe and efficient highway network
  - Improve access to jobs, facilities and services by all types of transport
  - Facilitate and enable new developments to come forward
  - Reduce carbon emissions and minimise the impacts of transport on the environment.
414. Through the provision of services and facilities locally, it is possible to help to minimise the need to travel, and provide greater scope for people to have a choice of modes of transport, including non-car modes. For example, the provision of convenience retail within close proximity to residential developments can encourage walking and cycling and reduce trips by car.
415. It is acknowledged that transport provision varies considerably across the District, with the larger town centres and some of the larger settlements having some accessibility by all modes of transport (including, walking, cycling, public transport and cars), to no levels of accessibility other than by car in much of the rural areas.

### **Policy I3: Transport**

**Development should offer maximum flexibility in the choice of travel modes, including walking and cycling, improve accessibility to services and support the transition to a low carbon future.**

**Development proposals that:**

- integrate into existing movement networks;**
- provide safe, suitable and convenient access for all potential users;**
- provide an on-site movement layout compatible for all potential users;**
- provide appropriate parking provision, in terms of amount, design and layout, in accordance with the Council's published parking standards;**

- e) provide appropriate waste and recycling storage areas and accessible collection points for refuse vehicles;
- f) do not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks;
- g) mitigate impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development; and
- h) protect and where possible enhance access to public rights of way will be supported subject to compliance with other relevant policies

will be supported.

**Development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a robust Travel Plan<sup>29</sup>.**

- 416. New development must integrate into existing movement networks. It will need to demonstrate that it will not have a severe residual impact on the operation, safety or accessibility to either the local or strategic highway networks. It should also provide a safe and secure on-site movement layout that minimises conflicts between traffic and cyclists or pedestrians, whilst taking into account the needs of people with disabilities. It should, wherever possible, encourage the use of sustainable transport modes<sup>30</sup> and it will need to provide appropriate parking provision for all potential users, including cycle parking. Appropriate waste and recycling storage areas and accessible collection points for refuse vehicles must be made too.
- 417. We will encourage infrastructure supporting the use of alternative vehicle types and fuels in support of a lower carbon future. Examples could include installation of electric vehicle charging points within developments.
- 418. Where Travel Plans are required they should be robust, deliverable and achievable. Further information on Travel Plans can be found on [Hampshire County Councils website](#).

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<sup>29</sup> [Planning Practice Guidance](#)

<sup>30</sup> Further guidance at [Hampshire County Council Companion Document to Manual for Streets \(April 2010\)](#)

## Open Space, Sport and Recreation and built facilities

419. Open space provides opportunities for recreation and healthy lifestyles for people who live and work in the area as well as visitors. Along with our partners we have a long tradition of supporting open space, leisure and recreation facilities and recognise the value of open space (both through provision and access) and sports and leisure facilities as key contributors to health and wellbeing, quality of life and community development. Over recent years we have invested in open space, sport and leisure facilities. The new Hart Leisure Centre will improve the quality and variety of sport and leisure facilities available to local people, and the refurbishment of Frogmore Leisure Centre has already significantly enhanced the quality of sports facility provision in the District.

### **Policy I4: Open space, sport and recreation**

**Development proposals will be supported where they:**

- a) protect the existing open space network, sports and recreation facilities (including built facilities); and**
- b) enhance and improve the quality, capacity, accessibility and management of sports and recreation facilities (including built facilities) and the open space network within the District.**

**New development should ensure that it meets an identified need for additional sports and recreation facilities (including built facilities); and make provision for public open space (standards currently set out in Table 10.1). These must be fit for purpose and meet demands for participation now and in the future, preferably through on-site provision of new facilities and/or open space, where feasible or, by financial contributions towards off-site improvements.**

**Development proposals that would result in the loss of any open space, sports or recreation facilities (including built facilities) will only be supported if it is demonstrated that:**

- c) the facility and/or open space is no longer needed for any of the functions that it can perform; or**
  - d) it is no longer practical, desirable or viable to retain them; or**
  - e) any proposed replacement or improved facilities and/or open space will be equivalent or better in terms of quality, quantity and accessibility and there will be no overall reduction in the level of facilities and/or open space in the area in which the existing development is located;**
420. Implementation of Policy I4 will be through the Council's Open Space, Sport and Recreation Study and Playing Pitch Strategy 2011 – 2032. The Open Space Study sets out the open space standards specific to the District and recommends future open space provision. Alongside this, the Built Facilities Strategy sets out the priorities and actions up to 2032 to enable the delivery of high quality sports facilities for the benefit of all residents and visitors and the Playing Pitch Strategy identifies the priority projects.

421. Any development proposals that would result in the loss of open space or sports and recreation facilities (including built facilities) must be accompanied by an assessment which clearly shows the open space, buildings or land to be surplus to requirements. The assessment must evaluate the quantity and quality of existing provision in the locality and assess the need and value to the community.

Table 7 Open Space Standards

Type	Quantity standard	Accessibility standard
Parks and gardens	0.85 ha per 1,000 head of population	Local park and gardens: 800m Small local parks and gardens: 400m
Natural and semi-natural green space (excluding designated sites)	Areas within TBHSPA Zone of Influence: 8 ha per 1,000 head of population  All other areas: 6.92 ha per 1,000 head of population	Regional natural and semi-natural green space: 5km District natural and semi-natural green space: 4km Local natural and semi-natural green space: 2km Small local natural and semi-natural green space: 400m
Green Corridors	0.34 ha per 1,000 head of population	n/a
Amenity green space	n/a	400m
Allotments	0.05 ha per 1,000 head of population	800m
Children and young peoples' space: LAPS	2.81 site per 1,000 head of population within 0-4 age group	60m
Children and young peoples' space: LEAPS	1.49 sites per 1,000 head of population within 5-15 age group	240m
Children and young peoples' space: NEAPS	1.10 sites per 1,000 head of population within 16 to 29 age group	600m

## Community facilities

422. Our aim is to promote sustainable, cohesive, integrated communities and to support better local services and facilities that reflect community needs and support well-being. We therefore encourage new facilities (such as local shops, meeting places, cultural buildings, public houses, and places of worship), and the modernisation and enhancement of existing facilities. We also aim to protect the unnecessary loss of existing facilities, particularly where this would reduce the community's ability to meet day to day needs. New community facilities, or improvements to existing community facilities, may need to be phased and delivered in a timely manner alongside new development in accordance with Policy II. Development for community facilities may be acceptable in the

countryside in accordance with Policy MG5. However, it is important that the provision of new facilities should not be at the expense or in competition with existing facilities within the local area.

### **Policy I5: Community Facilities**

**Development proposals for the provision of new community facilities or the improvement of existing facilities, will be supported where they enhance the sustainability of communities.**

**New community facilities should be:**

- a) suitably located so that they are integrated into the community and accessible by sustainable transport modes; and**
- b) where appropriate be designed to be multi-functional and adaptable; and**
- c) should not be established in competition with or at the expense of existing facilities within the local area.**

**Community facilities that are provided as part of large residential or mixed-use developments should be integrated so that they are linked to housing, jobs, and other facilities.**

**Development proposals that would result in the loss of community facilities will only be supported if it is demonstrated that:**

- d) the facility is no longer needed; or**
- e) it is no longer practical, desirable or viable to retain the facility;**
- or**
- f) any proposed replacement or improved facilities will be of equivalent or greater benefit in terms of quality, quantity and accessibility.**

- 423. Proposals that enhance the provision of community facilities will generally be supported. To promote social inclusion new facilities should be well located for the community it intends to serve, linked to housing, jobs and other facilities, and accessible by sustainable transport modes (walking, cycling and where possible, by public transport). Designing facilities such as community halls to be multifunctional and adaptable will help maximise their benefit to the community both in the short and longer term.
- 424. When an application will involve the loss of social and community infrastructure which is not being replaced, applicants will be expected to provide evidence that they have consulted with an appropriate range of service providers and the community, to prove that there is no need for or requirement for the facility from any other public service provider for an alternative social or community facility that could be met through change of use or redevelopment. Applicants will be expected to demonstrate that the community facility has been appropriately marketed for a period of at least 12 months. The Council and

partner organisations can provide contact details of community organisations in the District where relevant. If a facility has been registered as an Asset of Community Value under the Localism Act the Council will recognise this as a sign of its importance to the local community and will treat this as a material consideration when determining a planning application.

425. Some facilities are privately run commercial concerns such as local shops and public houses. The Council strongly supports retaining these facilities where they raise the quality of community life and help promote thriving, inclusive and sustainable communities. Applications for change of use or redevelopment will therefore be resisted, unless convincing evidence can be provided to show that the facility is not economically viable and is no longer required to meet the needs of the community.

## Broadband

426. High speed broadband is becoming essential to support sustainable economic growth and to enhance the provision of local community facilities and services.
427. The Hart Economic Development Strategy identifies the absence of high speed broadband in some areas as a key constraint to the success of the local economy, particularly in rural areas where the commercial operators find it unviable to roll out the service. One of the aims of the strategy is “Continuing to improve digital connectivity (broadband) for businesses throughout the District, with a focus on rural businesses.”

### Policy I6: Broadband or Successor Services

**The Council will work with the telecommunications industry to maximise access to superfast broadband, wireless hotspots and improved mobile signals for all residents and businesses, assisting them in delivering their investment plans and securing funding to address any infrastructure deficiencies or barriers. Wherever practicable, all new properties (both residential and commercial) should be served by a high speed and reliable broadband connection.**

**Where it can be demonstrated through consultation with broadband providers that this is not feasible the development should incorporate measures to facilitate access to high speed broadband or successor services at a future date.**

428. As the take up of broadband and associated data services has increased, it has become apparent that people will demand a data service with a property as a matter of course, considering it as important as other utilities. Where it is feasible developers are therefore expected to install high speed broadband infrastructure as an integral part of the development. Where this is not feasible it should be demonstrated why, and other measures should be taken that facilitate its provision at a future date, for example, suitable ducting that can accept fibre optic cabling should be provided to the public highway. More information is

available from Hampshire County Council including [‘Planning for Broadband – A Guide for Developers’](#).

## **Infrastructure allocations**

429. Policies 17-18 safeguard particular sites in order to secure the delivery of necessary infrastructure. These policies will prevent alternative forms of development taking place on these sites.

### **Phoenix Green Flood Alleviation Scheme**

430. A flood alleviation scheme for Phoenix Green is a key piece of infrastructure. It will provide an improved standard of protection to residential and commercial properties from a major flood event.

### **Policy 17: Phoenix Green Flood Alleviation**

**Land at Phoenix Green, as shown on the Policies Map, is safeguarded for the implementation of a flood alleviation scheme.**

431. Severe flooding has occurred at Phoenix Green and Hartley Wintney in recent times. The network of culverted watercourses and ditches flowing through Phoenix Green and Hartley Wintney have been identified as being the main contributing factor to this flooding. It is important that this allocation is safeguarded for the implementation of a flood alleviation scheme to protect existing development in Phoenix Green.

## Suitable Alternative Natural Greenspace (SANG)

432. There is a need to ensure that appropriate mitigation (SANG) is put in place to allow new development to take place within the TBHSPA 5km zone of influence. Three strategic SANGSs have been identified and these should be protected from future development.

### Policy I8: Strategic SANG

The following sites are allocated as Suitable Alternative Natural Greenspace (SANG) as part of the avoidance measures required for the Local Plan (the amount in hectares is indicative):

- Hartland Village SANG – Land north of Pyestock, Fleet c27.9ha
- Murrell Green on site SANG c.36ha
- Cross Farm, Crookham Village on site SANG c.25ha

**Planning permission for alternative uses will be not be supported.**

433. There will be a presumption against the development of these sites for uses other than SANG. All three of these SANG will serve to mitigate the effects of the residential developments on the TBHSPA. Where there is spare capacity (i.e. where the SANG is larger than is needed to mitigate the associated development) the spare capacity will serve to mitigate other residential developments elsewhere. This is particularly the case at Cross Farm, and potentially at Murrell Green. For this reason these two SANGs must be transferred into the ownership of the District Council.
434. Further work is taking to place to secure additional SANG within the district to ensure sufficient SANG is available to meet the planned housing growth. Also see Policy NE1 Thames Basin Heaths Special Protection Area.

## Education

### Policy I9: Safeguarded land for Education

Land adjacent to Robert May's School in Odiham (2.8 ha) and Calthorpe Park School, Fleet (1.45ha), as shown on the Policies Map, will be safeguarded for educational use. Planning permission for alternative uses will be not be supported unless the Local Education Authority confirms that the land in question is no longer required for educational purposes.

435. The Local Education Authority has a statutory duty to plan the provision of school places. Increases in demand can lead to the creation of a new school, or the expansion of existing schools. This will allow Robert Mays School in Odiham and Calthorpe Park School in Fleet to expand to meet future education needs.
436. Land at Murrell Green is also to be reserved for a future Secondary School (Policy SC2).

## Monitoring and Implementation

437. The Council's annual Authorities Monitoring Report (AMR) will be used to report on the effectiveness of delivering the Strategic Objectives of the Local Plan once adopted. This Report will use a range of indicators to assess whether the Objectives are being met.
438. Monitoring indicators will be identified for each Objective in the next version of the Plan. Wherever possible, these will use data that is already collected by us or by other partners. The Sustainability Appraisal (SA) also includes a number of 'significant effect' indicators' which will be used to assess the significant effects identified in the SA.

### Housing Monitoring

439. The Council is required in the Authorities Monitoring Report to report on the delivery of additional new homes, including affordable housing. This draft Plan includes a housing trajectory setting out how we anticipate new homes being delivered over the Plan period. This will be subject to review following the outcome of consultation and subject to further evidence. The Council will also continue to monitor and report on the maintenance of a 5 year housing supply.

### Implementation

440. The strategy in the Local Plan will be delivered through:
- the determination of planning applications;
  - further development of Neighbourhood Plans;
  - delivery of infrastructure; and
  - Partnership working with for example, Hampshire County Council, and adjoining local authorities.

# Appendix I Glossary

**A-Class Uses:** Defined in the Town and Country Planning (Use Classes) Order 1987 (as amended):

A1: Shops

A2: Financial and Professional Services

A3: Restaurants and Cafes

A4: Drinking Establishments

A5: Hot Food Takeaways

**Accessibility:** A measure of the ease with which somebody can travel to or from a particular destination.

**Affordable Housing:** Defined as socially rented, affordable rented and intermediate housing which is provided to eligible households whose needs are not met by the market.

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, are not considered as affordable housing for planning purposes.

**Ageing Population:** This occurs when the median age of a region rises and a rise in the proportion of the population that is elderly. This happens because of rising life expectancy and/or declining birth rates and migration patterns, e.g. out-migration of younger people and families and in-migration of elderly people to the area.

**Air Quality Management Areas (AQMA):** If a Local Authority identifies any locations within its boundaries where the Air Quality Objectives are not likely to be achieved, it must declare the area as an Air Quality Management Area (AQMA). The area may encompass just one or two streets, or it could be much bigger. The Local Authority is subsequently required to put together a plan to improve air quality in that area - a Local Air Quality Action Plan.

**Allocated Site:** A site identified in the Local Plan as being appropriate for a specific land use(s) in advance of any planning permission.

**Allotment:** An area of land, leased either from a private or local authority landlord, for the use of growing fruit and vegetables.

**Amenity:** The pleasant aspects of a location which contribute to its overall character and the enjoyment of residents or visitors.

**Appropriate Assessment:** See Habitats Regulations Assessment

**Authority Monitoring Report (AMR):** An annual report published on the Councils website on the progress of preparing the Local Plan and effectiveness of policies and proposals

**Avoid (biodiversity):** Ensuring that negative impacts do not occur as a result of planning decisions by, for example, locating development away from areas of ecological interest.

**B-Classes Uses:** Defined in the Town and Country Planning (Use Classes) Order 1987 (as amended):

BI Business -

- a) Office other than in a use within Class A2
- b) Research and development (e.g. laboratories studios et cetera)
- c) Light industry

**Biodiversity:** The existence of a wide variety of plant and animal species

**Biodiversity Opportunity Areas (BOAs):** Identified across Hampshire, BOAs represent a targeted landscape-scale approach to conserving biodiversity. They identify opportunities for habitat creation and restoration where resources can be focused to have the greatest positive impact for wildlife.

**BREEAM:** Building Research Establishment Environmental Assessment Method – is a method for assessing, rating and certifying the sustainability of buildings.

**Brownfield Land:** See 'Previously developed land'

**Care Homes:** A care home is a residential setting where a number of people live, usually in single rooms, and have access to on-site care services. A home registered simply as a care home will provide personal care only - help with washing, dressing and giving medication.

**Catchment Abstraction Management Strategies (CAMS):** Set out how the Environment Agency will manage the water resources of a catchment and contribute to implementing the Water Framework Directive.

**Coalescence:** The merging or coming together of separate towns or villages to form a single entity.

**Combined heat and power (CHP) -** A highly efficient process that captures and utilises the heat that is a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station.

**Community:** A group of people living in a particular local area.

**Community Facility:** Includes but is not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities,

childcare facilities, the voluntary sector, public service providers, places of worship and cultural facilities including theatres and arts centres.

**Community Infrastructure Levy:** A levy allowing local authorities to raise funds towards infrastructure from owners or developers of land undertaking new building projects in their area.

**Compensate (biodiversity):** Measures which are taken to make up for the loss of, or permanent damage to, biodiversity. Where some harm to biodiversity is reduced through mitigation, compensation will represent the residual harm which cannot or may not be entirely mitigated. Compensation measures may be on or outside the development site.

**Comparison Shopping:** The retailing of items not obtained on a frequent basis, including clothing, footwear, household and recreational goods.

**Conservation:** The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Conservation Area:** An area, designated as being of special architectural or historic interest. Within a conservation area, there are strengthened controls over demolition, minor development and the protection of trees. Local planning authorities have a duty to preserve and enhance conservation areas.

**Convenience Shopping:** The retailing of every day essential items, including food, drinks, newspapers and confectionary.

**Countryside:** In planning terms, any area outside a defined Settlement Policy Boundary (see Settlement Policy Boundary) is countryside where more restrictive policies would generally be applied.

**Custom Build:** Refers to projects where an individual or an association of individuals work with a specialist developer to deliver new homes.

**Density:** Housing density is represented by the number of dwellings per hectare (dph). Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

**Designated Sites:** Local, national and international designations protecting biodiversity and the natural environment e.g. Sites of Importance for Nature Conservation (SINC), Sites of Special Scientific Interest (SSSI) and Special Protection Areas (SPAs).

**Developer Contribution:** See Planning Obligation.

**Development:** Development (in planning terms) includes building operations, material changes of use of land and buildings, engineering and mining operations, and the subdivision of a building used as a dwellinghouse for use as two or more separate

dwelling houses. Development does not include interior alterations, building operations which do not materially affect the external appearance of a building, and changes in the primary use of land or buildings which results in no change of use class. (Section 55, Town and Country Planning Act 1990).

**Development Plan:** Adopted Local Plans and Neighbourhood Plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004. In Hart District, the Development Plan comprises the saved policies of the Hart District Local Plan 2006, the Proposals Map, Hampshire Minerals and Waste Plan (October 2013), saved Policy NRM6 of the South East Plan and the Rotherwick and Winchfield Neighbourhood Plans.

**District Centre:** A district centre will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

**DPA:** Dwellings Per Annum is the number of new dwellings completed in a year. Completions data is usually gathered from Building Control records, the National Housing Building Council, and site visits.

**Duty to Co-operate:** A legal duty on local planning authorities to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan preparation in the context of strategic cross-boundary matters.

**Ecological Networks:** An ecological network comprises a suite of high quality sites which collectively contain the diversity and area of habitat that are needed to support species and which have ecological connections between them.

**Economic Development:** Development, including those within the B Use Classes (e.g. offices, industrial, storage or distribution), public and community uses and main town centre uses (but excluding housing development). It also includes other development which achieves at least one of the following objectives:

- Provides employment opportunities;
- Generate wealth; or
- Produces all generate an economic output or product.

**Edge of Centre:** For retail purposes, a location that is well connected and up to 300 metres from the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Employment Land Review (ELR):** A technical study that identifies employment land to meet the needs of the Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA) over the local plan period.

**Enterprise M3:** A Local Enterprise Partnership (LEP) which stretches from London's hinterland to the New Forest. The area covers the whole of Hart District and a number

of other key employment areas including Guildford, Basingstoke, Winchester and Farnborough. Enterprise M3 aims to drive the economic growth of the area by improving business productivity, maximising the number of businesses operating, and increasing jobs through working with businesses, key delivery partners and central government.

**Environmental Impact Assessment:** A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**Evidence Base:** Information gathered by a Local Planning Authority to support the Local Plan and other Development Plan Documents.

**Exception Test:** The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The criteria of the test are set out in national guidance, and should be applied by decision-makers in relation to site allocations and development proposals only after the sequential test has been applied.

**Extra Care Housing:** The term 'extra care' housing is popular with people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long-term care (residential or nursing homes). It is used to describe a range of developments that comprise self-contained homes which have been designed, built or adapted to facilitate the care and support needs that its owner/tenants may have now or in the future, with access to care and support 24 hours a day either on site or by call. It is also known as 'very sheltered housing', 'housing with care', 'assisted living' and 'close care'.

**Farm Diversification:** The generation of commercial income through non-agricultural diversification in order to supplement farming businesses and potentially improve their viability.

**Functional Economic Area (FEA):** An area which has strong internal trading patterns and within which businesses co-operate and compete. The area is also heavily influenced by travel to work areas as the availability of labour is vital to economic development.

**General Permitted Development Order:** The Town and Country Planning (General Permitted Development) Order 1995.

**Geodiversity:** The variety of rocks, minerals, fossils, soils, landforms and natural processes.

**Greenfield Land:** Land which has not previously been developed.

**Green Infrastructure (GI):** A living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to cover benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands.

Green infrastructure is also relevant in a rural context, where it might refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification. Green infrastructure maintains critical ecological links between town and country.

**Gypsies and Travellers:** “Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's dependents' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.”(Planning Policy for Traveller sites, CLG, March 2012.)

**Gypsy and Traveller Accommodation Assessment (GTAA):** An independent assessment of the need for gypsy, traveller, and travelling showpeople accommodation.

**Groundwater Source Protection Zones (SPZs):** Areas defined by the Environment Agency to prevent contamination of groundwater sources used for public drinking water supply.

**Habitat:** Place where an organism or a community of organisms live, including all living and non-living factors and conditions of the surrounding environment.

**Habitats Regulation Assessment (HRA):** Also known as an ‘Appropriate Assessment’. Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European Protected site and to ascertain whether it would adversely affect the integrity of that site.

**Hampshire County Council (HCC):** The County Council administrative area within which Hart District falls. Hampshire County Council (HCC) is the local highway authority for the area and is responsible for a number of other services, including education and social service.

**Harm (biodiversity):** Any impact, direct or indirect, that may have an adverse effect on a biodiversity interest.

**Heritage Assets:** Parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. They include designated heritage assets (such as listed buildings and conservation areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.

**High Speed Broadband:** High speed broadband refers to broadband connections of 20 Megabits per second (Mbps) or above. Whilst the current average UK broadband connection is around 8-9Mbps (2012), high speed broadband products deliver speeds of up to 100Mbps, usually through fibre-optic broadband networks.

**Highway Authority (Local):** Hampshire County Council (HCC), as highway authority, is charged with looking after the highway network on behalf of the public.

This means both maintaining its condition and protecting the right of all to use it without hindrance.

**Highway Authority (Strategic):** Highways England is the highway authority responsible for trunk roads and motorways (the strategic road network).

**Homes and Communities Agency (HCA):** The national housing and regeneration agency for England, which provides funding for new affordable housing and to improve existing social housing, as well as for regenerating land.

**Housing Commitments:** The number of planning permissions and site allocations for housing, which have not yet been completed.

**Housing Completions:** The number of residential units which have been approved and constructed.

**Housing Market Area (HMA):** The general area within which people most often move home. These typically cover the administrative areas of multiple councils.

**Housing Mix:** A mix of homes of different types, sizes and tenures to support the requirements of a range of household sizes, ages and incomes. Different house types include detached houses, semi-detached houses, terraced houses, flats and bungalows.

**Housing Strategy:** A document prepared by a local authority which sets out what it needs in terms of housing. It establishes priorities for action consistent with wider regional and national issues.

**Infilling:** Development that is located on sites situated between existing uses and buildings.

**Infrastructure:** The set of services and facilities necessary for a development to function. Infrastructure includes transport, education (including pre-school and childcare), leisure and health facilities, as well as open space and utilities such as water and sewerage.

**Infrastructure Delivery Plan (IDP):** Forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of the district and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure, and forms the basis for assessing contributions that would be sought to meet the needs of new development.

**Intermediate Housing:** Homes for sale and rent provided at a cost above social rent but below market levels. They can include shared equity (shared ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.

**Key Species:** In the context of biodiversity and nature conservation, this is an umbrella term to cover legally protected species, Species of Principal Importance in England and

Notable Species in Hampshire. Legally protected species mean those given statutory protection for nature conservation reasons, including those given protection under the Wildlife and Countryside Act 1981, the Conservation of Habitats and Species Regulations 2010, regulations 61 and the Protection of Badgers Act 1992. Species of Principle Importance in England are those listed under the provisions of Section 41 of the Natural England and Rural Communities Act 2006. Notable Species in Hampshire are listed in Living Landscapes.

**Listed Building:** A building which has been included in the national list of Buildings of Special Architectural or Historical Interest, compiled by the Secretary of State for National Heritage. A listed building may not be demolished, extended or altered, internally or externally, on any way which would affect its character or appearance as a building of special architectural or historic interest without the prior consent of the local planning authority.

**Local Centres:** Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include a small supermarket, newsagent, sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre.

**Local Development Documents:** Documents which set out the Councils policies and guidance related to the development and use of land.

**Local Development Scheme:** Provides a 'project plan' identifying which development plan documents will be produced, in what order and when. It is a three-year rolling program that will be reviewed annually to the Authority Monitoring Report (AMR).

**Local Enterprise Partnership (LEP):** Local Enterprise Partnerships are locally-owned partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

**Locally Important Employment Site:** A site that is not considered to fill the function of a strategic employment site but which is recognised for the important role it plays in servicing the local economy. Such sites are generally smaller employment sites that provide locations to support local businesses or valuable 'bad neighbour' activities.

**Local Nature Partnership (LNP):** A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

**Local Plan Examination:** The Local Plan will be submitted to the Secretary of State, who will appoint a Planning Inspector to examine the Local Plan. The Planning Inspector will conduct an examination in public to determine if the Plan is sound and complies with the legal requirements.

**Local Nature Reserve:** Sites designated by local authorities or local naturalist trusts, under the National Parks and Access to the Countryside Act 1949, as being of local wildlife importance.

**Localism Act 2011:** An act to devolve greater powers to councils and neighbourhoods and give local communities more control over housing and planning decisions.

**Local Plan:** The plan for the future development in the area, drawn up by the Local Planning Authority in consultation with the community.

**Local Transport Plan (LTP):** A statutory document prepared by Hampshire County Council to set out key transport issues across the County and to establish a series of objectives to address them, including a program for achieving them. The document is submitted to the Department for Transport and can be used to secure funds to deliver local projects.

**Low-Carbon Energy:** This is energy that makes more efficient use of fossil fuels. Example of this would be a gas-powered combined heat and power unit. As well as using the energy generated, it also harnesses the heat to achieve an overall reduction in energy usage.

**Major Development:** For residential schemes, major development includes those of 10 dwellings or more or on a site of 0.5 hectares or more. For other development, it includes building(s) with a floor area of 1000sqm or more or on a site of 1 hectare or more.

**Market Housing:** Private housing for rent or for sale, where the price is set in the open market.

**Minerals Safeguarding Area (MSA):** These are shown on the Local Plan Policies Maps. These are defined in the Hampshire Minerals and Waste Plan – October 2013.

**Mitigate (biodiversity):** Measures to mitigate are ones taken which reduce negative impacts. Examples of mitigation measures include changes to project design, construction methods or the timing of work, or enhancing or restoring other interests or areas on a site so its overall ecological value is retained.

**Mixed Use:** A site that is developed for more than one use (e.g. retail, residential, businesses, leisure et cetera).

**National Nature Reserve:** Areas designated by English Nature under the National Parks and Access to the Countryside Act 1949 to protect sites of national and international wildlife importance.

**National Planning Policy Framework (NPPF):** Sets out the Government's planning policies for England and how these are expected to be applied.

**National Planning Policy Guidance (NPPG):** The planning practice guidance supports the NPPF.

**Neighbourhood Plans:** A plan prepared by a qualifying body, usually a town or parish council, for a particular neighbourhood area.

**Net Gain (biodiversity):** A sustained increase in the numbers or extent of a species or habitat in a targeted locality following a specified resource intervention.

**Nursing Home:** See Care homes

**Open Space:** Land which is not built on and which has some amenity value or potential for amenity value. Amenity value is derived from the visual, recreational or other enjoyment which the open space can provide, such as historic and cultural interest and value. This includes open spaces in public or private ownership.

**Planning Condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning Obligation:** Planning obligations provide a means through Section 106 agreements to enable development proposals to meet the needs of the local community by securing developer contributions towards the provision of community infrastructure, affordable housing and services.

**Planning Policy for Traveller Sites:** National planning policy for travellers sites which should be read in conjunction with the NPPF.

**Policies Map:** A map of the district showing the Local Plan's proposals and where policies apply.

**Previously Developed Land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes:

- land that is or has been occupied by agricultural or forestry buildings;
- land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
- land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

There is no presumption that land that is previously developed is necessarily suitable for housing development or that the whole of the curtilage should be developed.

**Primary Shopping Area:** Area where retail development is concentrated. The extent of the primary shopping area is defined on the Policies Map.

**Public Safety Zone:** Areas of land at the end of airport run ways in which development is restricted.

**Registered Providers:** Government funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, they undertake a landlord function by maintaining properties and collecting rent.

**Renewable Energy:** Energy from natural resources that can be naturally replenished, such as sunlight, wind or rain. Examples of renewable energy technologies include wind turbines and photovoltaics arrays.

**Retail Impact Assessment:** An assessment of the impact of a proposal for retail development on town centre vitality and viability and on existing, committed and planned public and private investment in the centre.

**Retail, Leisure and Town Centres Study:** A study that assesses development needs for retail, leisure and town centre uses. It also provides an audit and review of town and village centres, including health checks, shopping frontage boundaries, as well as appraisals of development sites.

**Retirement Communities:** Continuing Care Retirement Communities (CCRC), sometime referred to as 'Retirement Villages', are described by the Department of Health as large-scale extra care housing, comprising 'an all-embracing', comprehensive alternative to both sheltered housing and residential care providing for a whole range of needs and individual circumstances'. CCRCs have all the usual features of extra care housing together with a commitment to supporting the vast majority of people in that community irrespective of needs. They comprise groups of self-contained properties designed for older people all on one site. Care and support are available at a sufficiently high level to allow people to remain at home despite frailty, periods of ill health or some disabilities, and often without the need to move to residential care.

These are similar to extra care housing and are an alternative to a room in a care home. Retirement communities may also provide a care home with nursing and residential support and some include specially designed apartments for couples where a person has dementia.

**Riverine Environments:** An environment created along permanent or semi-permanent streams.

**Rural Enterprise:** The rural economy offers unrivalled opportunities to grow strong and sustainable businesses surrounded by the natural capital of the district's countryside. These businesses, which are often SMEs, may be in traditional heritage industries or are hi-tech start-up enterprises - but all play a vital role in maintaining, developing and preserving the countryside.

**Rural Exception Sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the

needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**Scheduled Monuments:** Archaeological remains of national importance entered into a schedule compiled by the Secretary of State for Culture, Media and Sport.

**Secondary Shopping Frontage:** Includes some retail uses as well as a greater diversity of other uses, such as restaurants, and businesses. The extent of the secondary shopping frontages are defined on the Policies Maps.

**Section 106 Agreement:** A legal agreement, under Section 106 of the Town and Country Planning Act 1990, between a local authority and a landowner, to regulate the development or use of land in a way that cannot effectively be controlled by planning conditions. This may be used to secure benefits or financial contributions, such as for the provision of community facilities, play space or transport related improvements.

**Self-build:** Refers to projects where an individual or an association of individuals directly organises the design and construction of new homes.

**Sequential Test (Town Centre Uses):** A systematic approach which aims to focus new economic growth and the development of main Town Centre uses within existing centres in the interests of vitality and viability. This is defined in greater detail in national guidance.

**Sequential Test (Flood Risk):** A test based on flood risk, which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.

**Settlement:** These are the communities in which people live. Settlements may include hamlets, villages, and towns.

**Settlement Policy Boundary (SPB):** Settlement Policy Boundary: Settlement policy boundaries mark the limits of towns and villages, being the dividing line between built-up/urban areas (the settlement) and non-urban or rural areas (the countryside), to define where planning policies apply.

**Sheltered Accommodation:** Sheltered accommodation is specifically designed for older people with access to the assistance of a warden, alarm systems in times of emergency and the advantages of social activities and companionship. Each unit has its own front door and can be part of a large complex with communal facilities such as a lounge, laundry, guest room and gardens, whilst others are groups of flats or bungalows sometimes with small individual gardens. Accommodation can be for a couple or single people and can be privately owned or affordable.

**Site Allocations:** Allocation of sites for specific or mixed uses of development to be contained within development plan document. The policies will identify any specific requirements for individual proposals.

**Site of Importance for Nature Conservation (SINC):** A non-statutory designation. The designation helps to conserve important and distinctive habitats and species on sites that fall outside of European or national conservation designations. SINC's can vary in size from a small pond or woodland to an open expanse of grassland or heathland. Sites can also be linear such as road verges or streams. They include privately owned areas and land owned by local authorities, parish councils, charities or organisations such as the Forestry Commission or Ministry of Defence.

SINC's are designated against a set of criteria developed by Hampshire County Council, Natural England and the Hampshire and Isle of Wight Wildlife Trust. SINC's are put forward for selection and review by the Hampshire Biodiversity Information Centre on behalf of Hart District Council.

**Site of Special Scientific Interest (SSSI):** A site of national importance for nature conservation, identified and protected by Natural England.

**Small and Medium Sized Enterprise (SME):** A small business, which has no single definition. It can be based on the number of employees, turnover, balance sheet information, and audit threshold. Some definitions are based on a maximum of 250 employees.

**Social Rented Housing:** Owned by local authorities and private registered providers, as defined in Section 80 of the Housing and Regeneration Act 2008, for which guidelines target rents are determined through the national rent regime.

**Source Protection Zones:** Areas defined by the Environment Agency for groundwater sources such as wells, boreholes and springs used for public water drinking supply. They show the risk of contamination from any activities that might cause pollution in the area.

**Specialist and Supported Accommodation:** Housing specifically designated to meet the identified needs of older people and people with support needs. Also see Extra Care Housing.

**Statement of Community Involvement (SCI):** The SCI sets out standards to be achieved by the local planning authority in relation to involving the community in the preparation, alteration and continuing review of the Development Plan and in developing the SCI control decisions. It is subject to independent examination. In respect of documents prepared under the Development Plan the local planning authority is required to produce a statement showing how it complies with the SCI.

**Strategic Access Management and Monitoring (SAMM):** A payment collected by the District Council on behalf of Natural England to employ a range of potential measures to mitigate negative impacts from recreational disturbance. These can include habitat interventions, access management, engagement with or enforcement action of on site visitors and on and off-site measures

**Strategic Employment Site:** Sites that are considered to fulfil a strategic function within the Functional Economic Area (FEA) and which have greatest alignment to the enterprise M3 priority sectors.

**Strategic Flood Risk Assessment (SFRA):** A study that provides information on the probability of flooding from all sources, such as that from rivers, surface water, groundwater and sewers. The SFRA is used to ensure that, in allocating land or determining applications, development is located in areas at lowest risk of flooding.

**Strategic Gaps:** Areas between towns and villages that have been defined to prevent the coalescence of settlements. The council and local community attach great importance to the function of these areas as a means of maintaining individual settlement identity.

**Strategic Housing Land Availability Assessment (SHLAA):** The primary purpose of the SHLAA is to:

- identify sites with the potential for housing
- assess how many homes they could provide and
- assess when they could be developed.

The SHLAA is an important evidence source to inform plan-making, but does not in itself determine whether a site should be allocated for housing development.

**Strategic Housing Market Assessment (SHMA):** A Strategic Housing Market Assessment is a requirement of the NPPF and should:

- estimate housing need and demand in terms of affordable and market housing
- determine how the distribution of need and demand varies across the plan area, for example, as between the urban and rural areas
- consider future demographic trends and identify the accommodation requirements of specific groups.

**Strategic Urban Extensions:** The planned major extension of a town or large village

**Subsidised Rented Housing:** Let by local authorities or private registered providers of social housing for households who are eligible for social rented housing. Affordable rent is subject to rent controls that require rent of no more than 80% of the local market rent (including service charges, where applicable).

**Suitable Alternative Natural Greenspace (SANG):** A specifically identified green space provided in areas where development could bring increased visitor pressure on TBHSPA. SANGs are an essential element of the Council's avoidance and mitigation strategy for the TBHSPA. They aim to reduce pressure on the TBHSPA by providing attractive green spaces that people can use for recreational purposes instead of the TBHSPA.

**Supplementary Planning Documents (SPD):** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainability Appraisal (SA):** Sustainability Appraisal is a tool used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration. Sustainability Appraisal is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/EEC European Directive.

**Sustainable Development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. There are three dimensions to sustainable development: economic, social and environmental.

**Sustainable Drainage Systems (SUDS):** The term Sustainable Drainage Systems covers the range of drainage elements for managing surface water in a way which is more sympathetic to the natural and human environment than conventional below-ground drainage systems. This can include:

- source control measures including rainwater recycling and drainage
- infiltration devices to allow water to soak into the ground, that can include individual soakaways and communal facilities
- filter strips and swales, which are vegetated features that hold and drain water downhill mimicking natural drainage patterns
- filter drains and porous pavements to allow rainwater and run-off to infiltrate into permeable material below ground and provide storage if needed, and
- basins and ponds to hold excess water after rain and allow controlled discharge that avoids flooding.

**Sustainable Transport Modes:** An efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

**Telecommunications:** All forms of communication by electrical or optical wire and cable and radio signals (whether terrestrial or from satellites), both public and private. Telecommunication equipment includes radio-based and digital technology equipment, such as mobile phone mast, radio antenna and associated equipment.

**Tenure:** Housing tenure describes the status under which people occupy their accommodation. The most common forms of tenure are home-ownership and renting.

**Thames Basin Heaths Special Protection Area (TBHSPA):** European designated sites identified as being of importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of bird.

The Thames Basin Heaths SPA includes areas of heathland across Surrey, Hampshire and Berkshire. More than two thirds of Hart District lies within 5km of the SPA.

**Town Centre:** Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.

**Transit Sites:** Sites made available for Gypsies and Travellers who need to temporarily stop. There are limits on how long families can stay on these sites which is normally between 28 days and 3 months. Transit sites are generally used by families who have been evicted from their previous accommodation and are looking for a new place to live.

**Transport Assessment (TA):** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Travellers:** For the purposes of planning policy, travellers means gypsies, travellers and travelling showpeople.

**Travelling Show People:** Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their family's or dependent's more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above."(Planning Policy for Traveller sites, CLG, March 2012

**Travel Plans:** A range of measures aimed at promoting sustainable travel within an organisation or at a specific location, with the emphasis upon reducing dependency on single opportunity car journeys.

**Tree Preservation Order (TPO):** An order made by the Local Planning Authority, under Section 198 of the Town and Country Planning Act 1990, to protect a tree or group of trees which are considered to be of value, and whose removal would be of detriment to the environment and amenity of an area.

**Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987 provides 16 statutory categories of "Use Classes". The use of land for uses falling within the same class is not deemed to be "development" and does not usually require planning consent for a change of use.

**Viability Appraisal:** A financial appraisal of the profit or loss arising from a proposed development, taking into account the estimated value of a scheme when completed and the building cost and other development costs incurred in delivering a scheme.

**Vitality:** An overall measure of the health of a town centre.

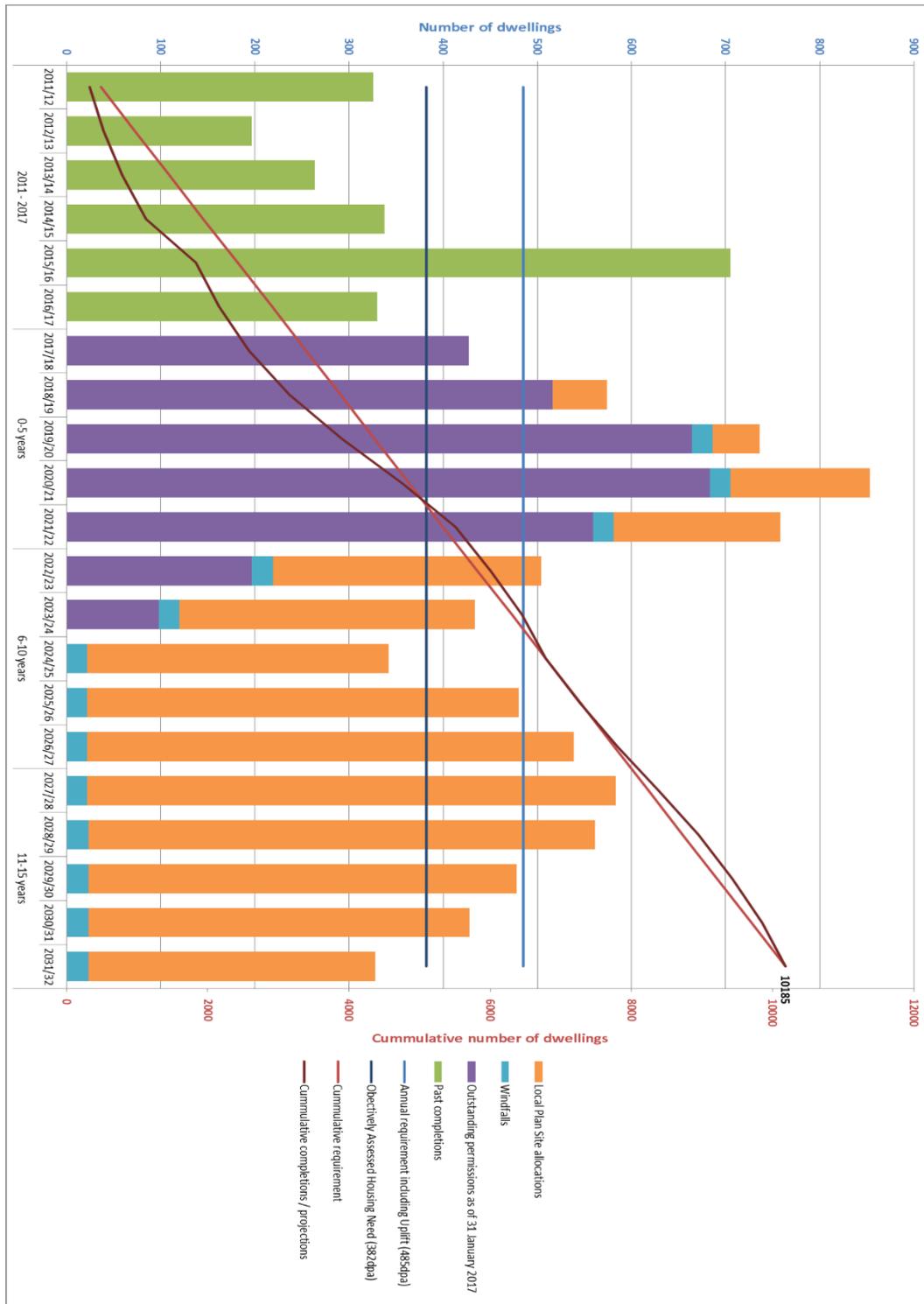
**Windfall sites:** Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

## Appendix 2 Strategic Policies for Neighbourhood Planning Purposes

<b>Policy No.</b>	<b>Policy Title</b>
SS1	Spatial Strategy
MG3	Housing Led
MG4	Employment led
MG5	Development in the Countryside
MG6	Gaps between Settlements
SC1	Hartland Village
SC2	Murrell Green
SC3	Land at Cross Farm
SC4	Sun Park
SC5	Housing Land Allocations
SC6	Housing Mix for Market Housing
SC8	Affordable Housing
SC9	Rural Exception Sites
SC10	Specialist Housing
SC11	Gypsies, Travellers and Travelling Showpeople
ED1	New Employment
ED2	Safeguarding Employment Land and Premises (B-Use Classes)
ED3	The Rural Economy
ED4	Town, District and Local Centres
NE1	Thames Basin Heaths Special Protection Area
NE2	Landscape
NE3	Biodiversity and geodiversity
NE4	Managing Flood Risk
NE5	Water Quality
BE1	Historic Environment
BE3	Renewable and Low carbon energy
BE4	Pollution
I1	Infrastructure
I2	Green Infrastructure
I3	Transport
I4	Open Space, Sport and Recreation
I5	Community Facilities
I7	Phoenix Green Flood Alleviation
I8	SANG
I9	Safeguarded land for education

The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.

# Appendix 3 Hart Local Plan Housing



## Trajectory

The Local Plan should be read as a whole.  
Proposals will be judged against all relevant policies.