

**DETAILED SITE ASSESSMENT PROFORMA**

<b>TABLE 1 – BASIC DETAILS AND PLANNING STATUS</b>			
<b>Site Reference</b>	<b>STR005</b>	<b>SHLAA sites included</b>	SHL124, 133, 168, 182, 183, 185, 187, 188
<b>Parish</b>	<b>WINCHFIELD</b>	<b>Site Name</b>	Winchfield (Potential New Settlement)
<b>Site size (hectares)</b>	<p><b>Total combined size: 349.21 ha</b>  <b>STR005 (WEST): 143.3 ha (41%)</b>                      SHL133: 54.5 ha                      SHL168: 8.3 ha                      SHL182: 20.5 ha                      SHL185: 23 ha                      SHL187: 28 ha                      SHL188: 9 ha</p> <p><b>STR005 (EAST): 205.91 ha (59%)</b>                      SHL124: 66.91 ha                      SHL183: 139 ha</p>	<b>Site Address</b>	<p><b>STR005 (WEST):</b>                      SHL133: Swan’s Farm                      SHL168: Bailey’s Farm, Odiham Road                      SHL182: Potbridge Farm, Bagwell Lane                      SHL185: Winchfield Court Farm, Odiham Road                      SHL187: Bridge Farm 1, Odiham Road                      SHL188: Bridge Farm 2, Potbridge Road</p> <p><b>STR005 (EAST):</b>                      SHL124: Land at Winchfield                      SHL183: Winchfield Meadow, Station Road</p>
<b>Summary description of the site</b>	<p>The SHLAA sites that make up this extensive strategic site consist of greenfield land south of the M3 and for the most part lie south of the railway line, although the area covered by SHL124 lies to the north of the railway line. The great majority of the land is agricultural, although there are several blocks of woodland included within the strategic site area. In addition to the site being severed by the railway line, it is also split into two, with approximately 59% of the site being in the eastern area and the other 41% forming the western area. Between these two parts is an area of agricultural land that is not being promoted for inclusion within the potential strategic site.</p>		

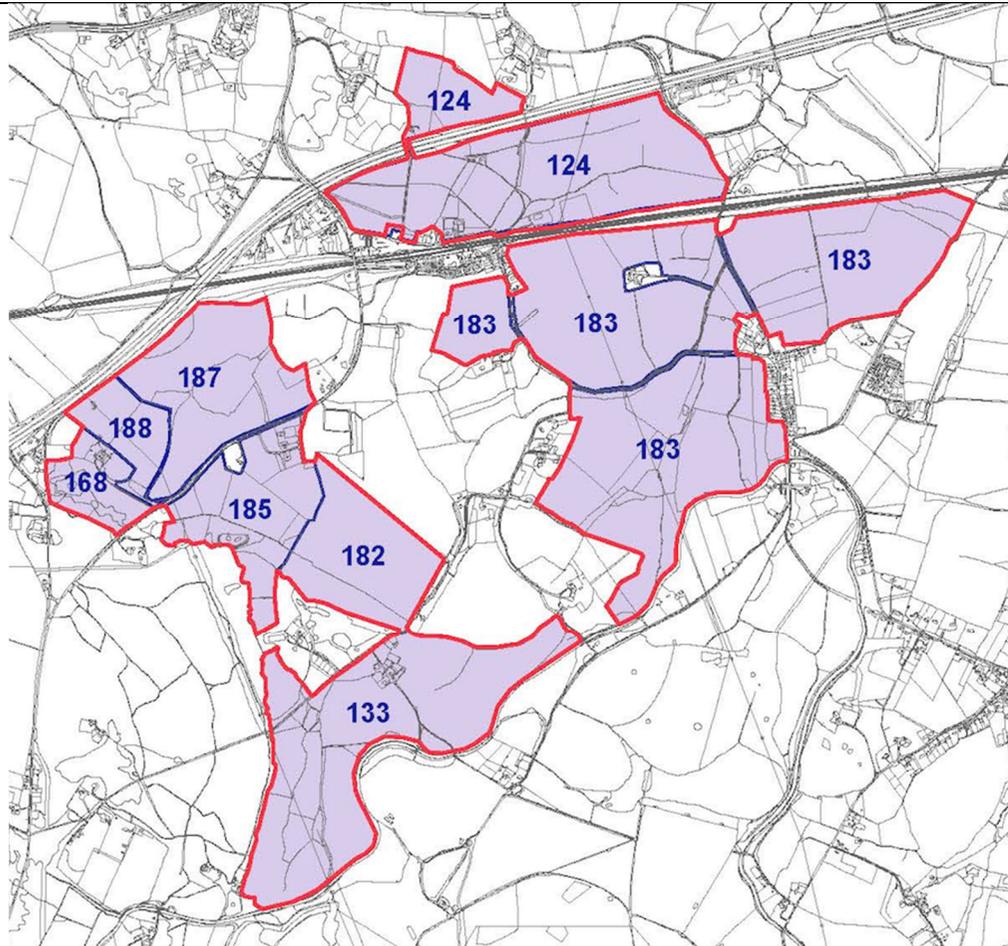


Fig 1: SHLAA sites included in STR005

**Planning Status**

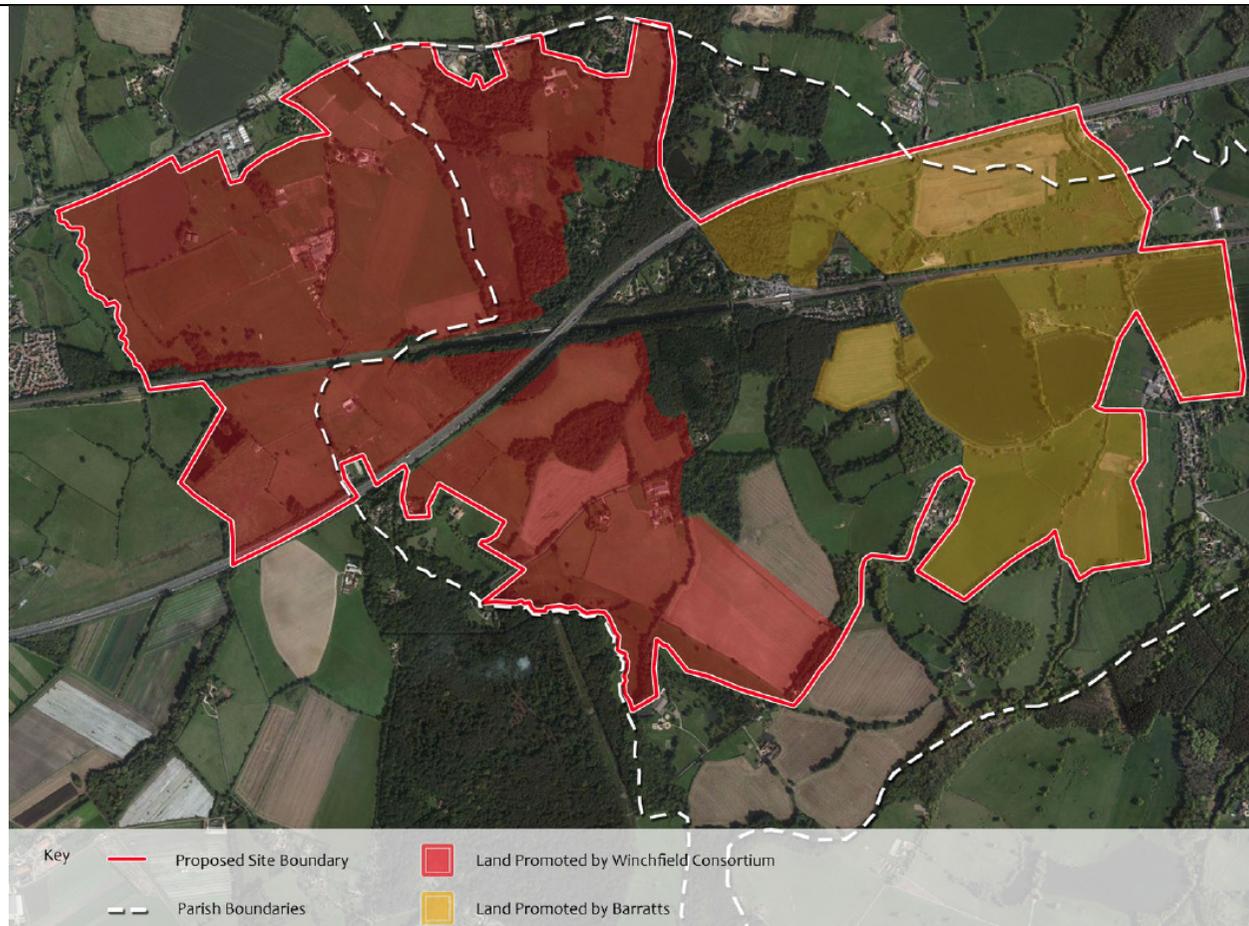
**SHL124:** No relevant planning history directly associated with this site has been found, although a large development adjacent to the north of SHL124 at St Marys Park was granted consent on 24/06/2013. The approved development plans comprise of 158 dwellings and associated open space, access roads, electricity sub-station, pumping station, car parking and landscaping works; alterations to St Mary's Park Phase 1 western access road; and laying out of SANG mitigation land & cricket and football pitches with car parking.

**SHL182:** A request for a formal screening opinion under Regulation 5 of the Town and Country Planning (Environmental Impact

	<p>Assessment) Regulations 2011 for the development of a Solar PV installation on land adjacent to Bagwell Lane was submitted 09/11/2012. It was determined EIA would not be required for such a development. 12/02358/EIAE.</p> <p><b>SHL183:</b> No relevant planning history has been found directly relating to this site, however it has been noted that a planning application adjacent to the southeast corner of SHL183 comprising of the demolition of existing structures and erection of 18 dwellings comprising 9 two bedroom houses, 7 three bedroom houses and 2 four bedroom houses with associated access, parking and landscaping was refused on 20/06/2014. 14/00707/MAJOR.</p>
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**TABLE 2 - LANDOWNER / SITE PROMOTER INFORMATION**

<b>Summary</b>	<p>The SHLAA sites included within STR005 have separate site promoters; STR005 (EAST) is understood to be promoted jointly by Barratt Homes and Gallagher, with Barton Wilmore currently acting as agents. Most of the land within STR005 (WEST) was previously believed to form part of the Winchfield Landowners Consortium site promotion (See Figure 1 below). However, neither this group (nor Lightwood Strategic which now has in interest in much of STR011) appear to be actively promoting the land in this area and our understanding is that the landowner for SHL168, SHL187, SHL188 and SHL133 is promoting the sites independently. It is not known whether SHL182 or SHL185 are being actively promoted at this time.</p>
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**Figure 1:** Site promotion situation as it was set out in the Winchfield Concept Document (unpublished) produced by the Winchfield Consortium in mid 2015

Information to inform this site assessment has been drawn from the Winchfield Garden Community Vision document<sup>1</sup> as well as from the original SHLAA submission forms and various other published and unpublished material supplied by Hart District Council including the Winchfield Concept Document produced by the Winchfield Consortium during 2015. The promoters of land to the east of Winchfield train station are involved in on-going discussions with infrastructure providers and officers from Hart District Council regarding their proposals; as such, the information that underpins this assessment may be superseded over time.

Layout / Masterplan

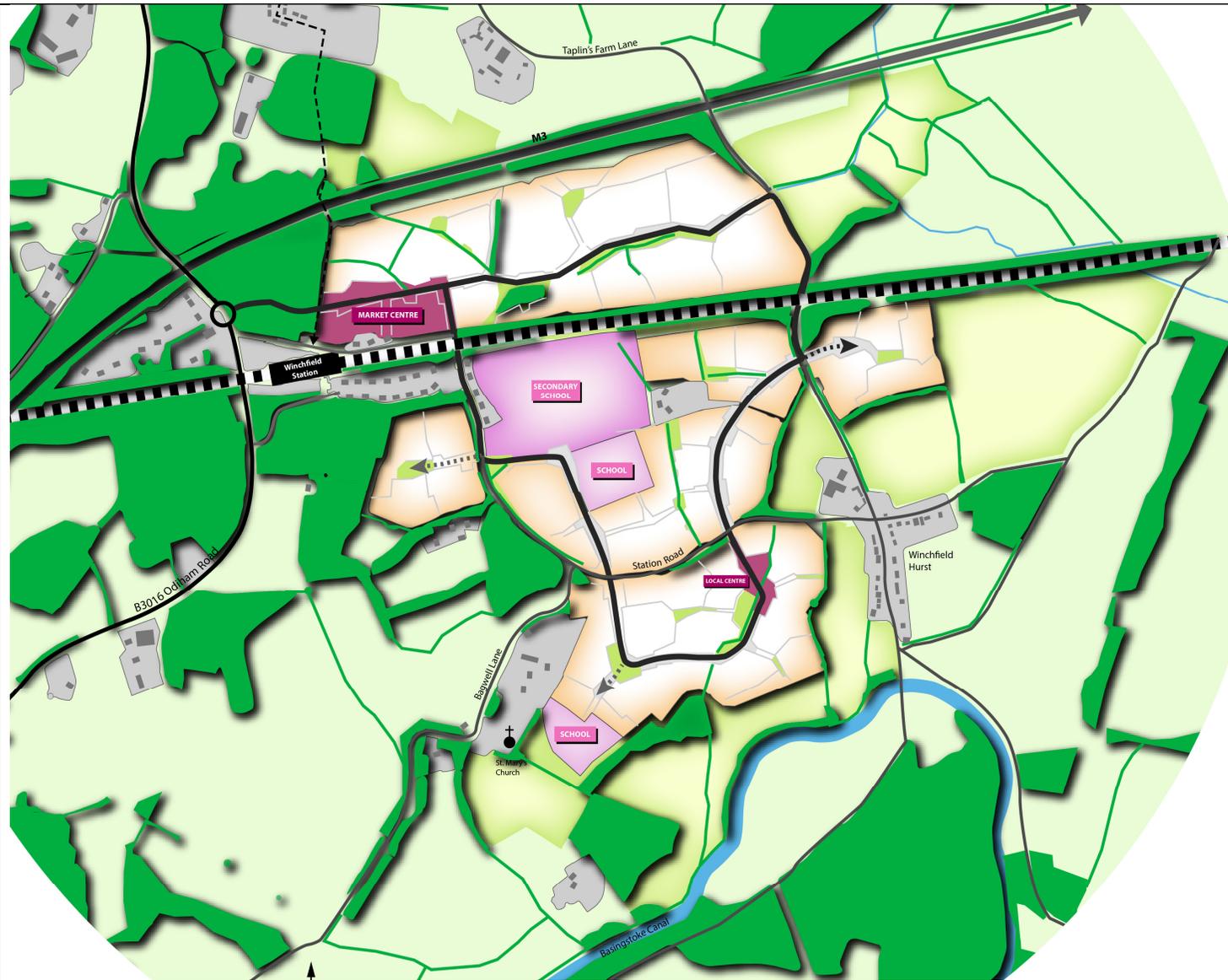


Figure 2: An indicative development layout for STR005 (EAST) being promoted by Barratt/Gallagher (August 2016 – DRAFT subject to change)

<p><b>Overcoming constraints</b></p>	<p><b>Thames Basins Heath SPA Zone of Influence and other nature constraints</b> - All the submitted SHLAA sites that make up the Winchfield strategic site (STR005) are located within the 5km SPA Zone of Influence; this has been recognised by the site promoters. To overcome this constraint, various areas of land within the site have been proposed to be used as SANG mitigation land, in addition to further land being identified for open green space and biodiversity areas. It has also been acknowledged that the overall site contains ecologically sensitive habitat including Ancient Woodland, SINC's and numerous watercourses and ponds. The promoters have indicated that appropriate buffers will respect the sensitive nature of these areas. The use of SuDS to promote the green footprint of the site has also been proposed.</p> <p><b>Heritage</b> - There are several buildings of historic interest within and adjacent to the site, including St Mary's Church, which is a Grade I Listed Building and Winchfield House, which is a Grade II Listed Building. Barratt Homes commissioned an initial heritage assessment (undertaken by Barton Willmore). This assessment identified all the heritage assets within the catchment of the Barratt Homes sites. This promoter stated that the site layout would not affect the setting of these buildings, although it was acknowledged that further assessments would be required.</p>
<p><b>Suggested site capacity</b></p>	<p>The area being promoted has varied over time and there is no clear up-to-date site promoter estimate for the entire site that is covered by this assessment. For land east of the train station (promoted by Barratt Homes and Gallagher Estates), it is estimated that up to 3,000 new homes could be delivered.</p>
<p><b>Site availability</b></p>	<p>It is understood that all parts of this strategic site are available, and access to all parts of STR005 has been allowed as part of this site assessment. However, only SHL124 and SHL183 are understood to be included within the current promotional activities of major developers/housebuilders (See Figure 2 above). SHL133, SHL187 and SHL188 are believed to be in the same landownership and are being promoted independently. SHL168, SHL182 and SHL185 (in addition to SHL187 and SHL188) were previously being promoted by the grouping called 'The Winchfield Consortium' (See Figure 1 above). However, more recently, it appears that of the land previously promoted by the Winchfield Consortium, only that to the north of the Motorway is now being included within the promotional activities of Lightwood Strategic.</p>

**TABLE 3 – INFRASTRUCTURE ASSESSMENT**

<p><b>Schools</b></p>	<p>The nearest primary level schools are Greenfields Junior School and Oakwood Infant School in Hartley Wintney. To the east, the site is close to Dogmersfield Church of England Primary School. The nearest secondary school is Calthorpe Park School.</p> <p>There is a projected (2018) surplus of 24% for Infant/Primary schools in the Hook/Odiham/Hartley Wintney area (including the planned 1FE expansions of Greenfields Junior School and Oakwood Infant School<sup>2</sup>). This surplus will not in itself be sufficient to provide school places for development at STR005. For secondary schools the projected (2018) surplus capacity across the District is 9%. The capacity of existing secondary schools to meet the demand from new development will depend on the amount and location of new housing.</p> <p>The Infrastructure Planning Evidence (June 2015)<sup>3</sup> document states that a strategic development at Winchfield would be likely to</p>
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	<p>have the capacity to accommodate new primary schools, and potentially a new secondary school. However, any secondary school site would need space from the outset to grow to an eventual 12 FE school.</p> <p>The Winchfield Garden Community (WGC) Vision Document (October 2014)<sup>4</sup> (promoted by Barratt Homes / Barton Willmore) proposed three 2 FE primary schools on STR005, with each school eventually accommodating 450 pupils each. It also suggested one 6 FE secondary school occupying at least 10 hectares north of the rail station, with good pedestrian, rail and cycle access to Hartley Wintney and Hook. The latest information from Barton Willmore (Figure 2 above) represents an alternative approach, with a secondary school being indicated on land between Vale Farm and the existing built-up area of Winchfield.</p>
<b>Retail</b>	<p>STR005, if comprehensively developed, could sustain a range of local services and facilities. The WGC Vision Document, for instance, proposed a mixed-use centre with facilities including a main food store and smaller retail units. It also proposed additional neighbourhood centres within residential areas with shops / convenience food stores. The latest indicative layout prepared by Barton Willmore (Figure 2) identifies two local centres within the development. The largest is adjacent to Winchfield Station with a smaller centre shown to the west of Winchfield Hurst.</p> <p>West of the site, Hook is functioning well as a local service centre but has a limited offer of convenience and comparison units. The most recent evidence found that there is no pressing need to increase convenience and comparison floor space. By 2032 it is estimated that between 746 and 1596m<sup>2</sup> (gross) additional convenience floor space will be required. There is predicted to be a surplus of comparison floor space until 2032<sup>5</sup>. The main site suitable for retail development in Hook is the Grand Parade site, and other opportunities may exist along London Road. There may also be longer term edge of centre development opportunities<sup>6</sup>.</p> <p>Fleet is currently experiencing a modest deficit of retail (convenience and comparison) floor space. By 2032, it is estimated that between 2,426 and 3,166m<sup>2</sup> (gross) additional convenience floorspace and between 3,625 and 4,829m<sup>2</sup> (gross) additional comparison floorspace will be required. There are sites in the town with potential for new retail development.</p> <p>With regards to Hartley Wintney, for the period 2014-2032, it is predicted that there will be either a surplus of convenience retail floor space in the area, or as little as 4m<sup>2</sup> of additional floor space may be needed, depending on the population projection. Over this period between 96 and 168m<sup>2</sup> (gross) additional comparison floor space may also be needed. Development options in Hartley Wintney appear to be limited, as development of the centre is constrained by the conservation area, listed buildings located along the High Street, and surrounding residential uses. The future focus for the area is therefore likely to be small scale intensification and extensions. One potential long-term development option could be the Monachus Lane car park.</p>
<b>Health</b>	<p>The nearest doctor's surgeries are Hartley Wintney Surgery, Fleet Medical Centre, and Branksomewood Practice, and the nearest dental surgeries currently accepting patients are Quaintways Cottage Dental Surgery, Heath Dental Practice, and Fleet Dental Centre.</p> <p>There are no planned expansions of health facilities in the Winchfield / Hartley Wintney area, but it is likely that any significant level of development in the centre of the District will require additional provision. This could be required as on-site provision within any new settlement. The recent Barton Willmore indicative layout includes two local centres which may be suitable to accommodate a</p>

	<p>new medical centre / surgery.</p>
<p><b>Green Infrastructure</b></p>	<p>There is significant potential for the delivery of additional strategic SANG capacity to serve the centre of Hart district along with any future development within this site. This could also benefit residents in Hook and Hartley Wintney. There is also sufficient land to provide open space on the site for other types of green infrastructure such as playing fields.</p> <p>The WGC Vision Document <b>Error! Bookmark not defined.</b> states that all the required SANG for the site will be provided within the development area envelope.</p> <p>The site is within the catchment for the Hitches Lane SANG. The Hart Infrastructure Delivery Schedule highlights two strategic projects, for which development could help to address the deficit. These are the replacement Hart Leisure Centre at Hitches Lane (which is due to open on 1 April 2017) and the Hitches Lane Country Park (SANG) improvements, which is adjacent to the site. A new settlement would be expected to provide significant new SANGs, which would have the effect of freeing-up capacity at Hitches Lane, as well as other new sports and recreation facilities, as appropriate and in line with Hart’s open space, sport and recreation study and playing pitch strategy. Assuming the standard TBH SPA formula were used, each 1,000 new homes delivered at Winchfield would require approximately 20 hectares of new SANGs.</p>
<p><b>Transport and Access</b></p>	<p>An initial assessment of potential strategic site impacts by Hampshire County Council (HCC) indicated that further detailed investigation into the impact of development of this strategic site on the immediate road network (including the junctions onto the A30, A287, and A323, the A roads themselves, and the wider road network including the M3 Junction 5) would be necessary. HCC has stated that there would be limited scope to improve the B3016 without some environmental impact, for example on the SSSI through which it passes to the south of Winchfield. The HCC assessment also indicates that existing pedestrian infrastructure within Winchfield would need to be upgraded, and further consideration needs to be given to the provision of cycle routes and public transport provision from Winchfield.</p> <p>Hart District Council commissioned WSP to provide a high-level access assessment of the potential strategic sites within the District.<sup>7</sup> In relation to STR005, WSP suggested that improvements that may be necessary for highway safety reasons and to increase the capacity of the surrounding road network. Details are set out in Table 7 below. With respect to motorway access, WSP’s view (ahead of any traffic modelling) was that the arguments made by the site promoters for STR005 against the provision of a new motorway junction were reasonable, and a new junction between 4A and 5 would not be required.</p> <p>The WGC Vision Document and WGC Planning and Technical Response<sup>8</sup> state that a new junction at the M3 to serve the development was discounted because of considerations of sustainability, capacity, environmental impacts and potential land-take. In terms of capacity, it was argued that although there are some capacity constraints at Junction 5 of the M3 and its approaches at busy times, capacity at the junction could be improved to reduce congestion and delay and improve junction operation. As such the WGC documents indicate that access to the M3 at Junction 5 could be sufficiently improved to form the primary access to the strategic road network. The WGC Vision Document indicates that walking and cycling infrastructure would be delivered beyond the Winchfield site, linking the site with surrounding areas including Hartley Wintney and Hook.</p>

	<p>In terms of existing and planned infrastructure, the Hart Transport Assessment Mitigation Corridor Study Report<sup>9</sup> proposes improvements to the B3349 Reading Road/Griffin Way (Hook) to A287 south of M3 Junction 5. The measures include an additional lane on the B3349 and A287 approach plus widening of the roundabout circulatory carriageway to 3 lanes throughout. This will improve access from the site to the M3 and Hook. The Report also proposes improvements to the A323 / B3013/A30 corridor from Fleet to Hartley Wintney. These works include the replacement of the roundabout in the centre of Hartley Wintney with a signalised junction. There are no other specific projects identified in the HCC transport statement project schedule.</p> <p>Hartley Wintney Parish Council’s Community Transport Bus service (no. 1 and 2) serves Hartley Wintney, Fleet, Yateley, Winchfield Station and Hook. The WGC Vision Document states that this community bus service will be built on and enhanced to provide ‘demand responsive and flexible’ public transport.</p> <p>The Infrastructure Planning Evidence (June 2015) document states that significant railway engineering works would be needed to accommodate the Winchfield strategic development, and it is likely that the cost of these works would be significant. To accommodate the development at Winchfield, the railway station in the area may need to be redeveloped or relocated. The Infrastructure Planning Evidence does not consider railways to present a significant infrastructure issue, subject to ongoing dialogue with service providers.</p> <p>The WCG Planning and Technical Response<sup>8</sup> indicates that initial transport appraisals have confirmed that there are capacity issues on the railway connection between Winchfield and London Waterloo-Basingstoke, but states that Network Rail and the Train Operating Company (South West Trains) have recently announced that additional services will be delivered from 2017 from Basingstoke and Woking into London Waterloo, which will reduce capacity constraints on the wider rail line. It also states that longer-term capacity enhancements are also being considered between South West Trains and the Government.</p> <p>Railway station related infrastructure proposed for the site in the WGC Vision Document includes improved rail crossing for pedestrians and cyclists, car park expansion, improved station facilities, increased and improved cycle storage, bus interchange facilities and improved forecourt layout.</p>
<p><b>Utilities</b></p>	<p>As of March 2015, South East Water (SEW) has confirmed that it will be able to satisfy forecast demand for drinking water in Hart. It is likely that a significant amount of new main-laying will need to be provided to deliver water to development areas in Hart. The WGC Vision Document (October 2014) indicates that an existing water main crosses the southern part of the site area, which will need to be retained and incorporated into the layout of future proposals.</p> <p>The WGC Vision Document states that existing dwellings within the development area currently discharge to the sewer network in the north-west area of Fleet, by way of pumping arrangements. Although Thames Water is improving this receiving network, there is no spare capacity to receive any increase in flows. Furthermore, Fleet Sewage Treatment Works (STW), which receives these flows, has no spare capacity for any increase. As such, the WGC Vision Document presents two possible options for the foul drainage of the development. The first option involves on-site foul pumping stations with a new pumping main connected directly to the Fleet STW together with upgrading of the works. The second involves the provision of a new sewage treatment works located within the eastern area of the development area, with an outfall to the River Hart. The STW would be incrementally increased in size</p>

	<p>to suit the development programme, with Thames Water suggesting that there may be a possibility of it funding the later upsizing of the works.</p> <p>In August 2015, Thames Water suggested that flows could be transferred to both Fleet and Hartley Wintney STWs, although both treatment works would require upgrades.<sup>10</sup></p> <p>In summary, TW consider that upgrades to the treatment and distribution network will be required ahead of any development of the site: a process that can take between 1.5 and 3 years. If the site is taken forward for allocation within the Local Plan, TW expects LPAs to require developers to (a) engage with them to explore how wastewater treatment infrastructure upgrades can be delivered; and (b) provide a detailed drainage strategy informing what distribution infrastructure is required, and where, when and how it will be delivered. The Council, together with other local authorities in the HMA, has also commissioned a Water Cycle Study, which will look into the potential effects of strategic development on the water environment.</p> <p>The Infrastructure Planning Evidence (June 2015) document states that electricity supply is not anticipated to pose a significant infrastructure issue for a Winchfield strategic development, but that there are large existing overhead power lines which may need to be undergrounded if the site is to be developed optimally. The cost of achieving this is likely to be significant, and this will be a contributing factor to in determining the viability of future development on this site. The WGC Vision Document indicates that the feasibility and cost of undergrounding all or part of the electricity pylon routes will be investigated.</p>
<b>Flood Management</b>	<p>Most of the site is within Flood Zone 1. There are however, flood risks from different sources within each of the sites that comprise this strategic site, with varying significance.</p> <p>The southern and eastern areas of SHL124 have some potential for surface water flooding, and groundwater flooding at basement level. SHL133 has significant flood risks, concentrated in the west. Groundwater flooding below ground to the north of SHL133 may still be an issue to be considered. SHL168 has significant flood risks throughout, including a large area within Flood Zones 2 and 3b. SHL182, 183 and 185 each have areas located within Flood Zones 2 and 3. SHL133, 168, 182, 183, and 185 all have areas with potential for reservoir flooding. On-site watercourses on this strategic site may also be a flood risk to be considered further when planning development proposals. Proposals on this strategic site should consider avoiding those areas most at risk, or apply suitable mitigation – which is likely to include appropriate flood management infrastructure – to adequately address the risk.</p>

**TABLE 4 – SITE SURVEY (PLANNING ASSESSMENT)**

<b>SITE VISIT DETAILS</b>					
<b>Date of visit</b>	STR005 (WEST) - 5 <sup>th</sup> October 2015 STR005 (EAST) – 12 <sup>th</sup> October 2015	<b>Time</b>	All day	<b>Initials of those visiting</b>	PH / RB
<b>Weather conditions at time of visit</b>	5 <sup>th</sup> October – dry and sunny 12 <sup>th</sup> October – dry but overcast	<b>Did visit involve access onto the site?</b>	Yes– all component SHLAA sites were visited		

<b>GENERAL DESCRIPTION OF THE SITE</b>	
<b>Existing land uses observed</b>	<p><b>STR005 (WEST):</b> The western areas are predominately agricultural with arable fields being most commonly observed to the north of the Odiham Road and south of Bagwell Lane. The central western areas were observed to be a mixture of arable and pasture land. There are clusters of agricultural buildings (including farm houses) on SHL168, at the northeast of SHL185 and towards the centre of SHL133. There are significant areas of woodland within the parcel to the north of the Odiham Road and at the west of SHL133. Major overhead power transmission lines traverse the western fringes of this area, crossing over SHL188, the western tip of SHL185 and the west of SHL133. There is an actively used fishing lake within the south west of SHL185.</p> <p><b>STR005 (EAST):</b> This area of the site is also almost entirely comprised of agricultural land with a mixture of arable and pasture observed throughout, and with the western parts of SHL124 and the south east of SHL183 being used as horse paddocks. There are significant areas of woodland at the western fringes of SHL124 and within the south west of SHL183. There is a cluster of agricultural buildings at Vale Farm on SHL183 and at the southern edge of SHL124. Major overhead power transmission lines traverse north to south across the centre of the area, crossing over both SHL183 and SHL124.</p>
<b>Greenfield or Brownfield?</b>	The entire site is greenfield, with only very small areas of previously used land where there are dwellings within the farm building clusters and where there appear to be several non-agricultural business units at the south of SHL124.
<b>Topography</b>	<p><b>STR005 (WEST):</b> The area to the north of Odiham Road is low-lying at the west, but rises steeply towards the north and east, with the northern parts of SHL187 being significantly elevated relative to surrounding areas to the west and south. South of the Odiham road, the land rises gently up towards the centre of SHL185 where there is a topographical dome. The south of SHL185 is low-lying and flat. The land within SHL182 slopes down relatively gently towards the south and east. SHL133 rises up towards the centre of the site and then declines both to the east and the west. The western areas of SHL133 are broadly flat.</p> <p><b>STR005 (EAST):</b> The areas north of the railway line are broadly flat in the west and rise towards the centre and east of SHL124, before declining once again to the eastern fringes of the site where it meets Taplin's Farm Lane. The topography of SHL183 includes a ridgeline at the west of this area between Vale Farm and Station Road, with land declining towards Station Road. The southern part of the site is elevated in the south west and south east, with land declining towards the centre west where there is a small valley feature. East of Taplin's Farm Lane, the land is broadly flat with only a very gentle decline towards the east which meets the River Hart.</p>
<b>Ground conditions</b>	No unusual ground conditions were observed, with most the ground being agricultural and grassed fields or woodland. Some of the areas within the north of SHL183 and the south of SHL185 were observed to be wet and occasionally water-logged at the time of visiting.
<b>Significant features</b>	<b>STR005 (WEST):</b> The area north of the Odiham Road includes several significant stands of woodland including Bottom Copse, Gravelly Copse and, further north, Oldman's Copse, adjacent to the motorway, each of which are designated as SINC's. The west of this area is dominated by the major overhead power transmission lines, but further west is the attractive Bailey's Farm cluster with a wetland and wooded area beyond to the west which is part of the <i>Odiham Common with Bagwell Green and Shaw</i> SSSI.

	<p>Between the Odiham Road and Bagwell Lane the land is more open and the topographical dome feature is dominant, as are the overhead power transmission lines at the far west of the site. The fishing lake at the south of SHL185 and wet grassland areas extending south east into SHL182, framed by Odiham Common with Bagwell Green and Shaw SSSI beyond the site to the south, make for a distinctive landscape in this area. The north of SHL185 includes the extensive cluster of buildings at Court Farm. However, due to the site’s topography, the farm cluster sits within the depression and does not dominate the site.</p> <p>SHL133 is largely open in the centre and east, with much of the site dominated by the Swan’s Farm cluster. Further west, beyond the wooded areas (Bagwell Shaw / Dogmersfield Plat and Lousey Moor) the farmland is much more enclosed and is dominated by the major overhead power transmission lines that traverse diagonally through this area.</p> <p><b>STR005 (EAST):</b> The small area north of the motorway includes a portion of Mabs Copse at the west, with the view of the new housing development at Dilly Lane being a dominant feature of this part of SHL124. South of the motorway, the west of SHL124 includes a large wooded area which extends south from the Winchfield House Estate. Much of the centre of SHL124 is dominated by the elevated M3 motorway at its northern boundary. Further east, the major overhead power transmission lines traverse the site from north to south. At the south east of SHL124 is an extensive area of shrubby grassland with scattered trees that makes a distinctive feature between Taplin’s Farm Lane and the railway line.</p> <p>SHL183 broadly divides into three distinct areas. To the north of Station Road and west of Taplin’s Farm Lane, the land is very open and undulating with the ridge feature crowned by the overhead power transmission lines and steel pylons being the key dominant feature. Due to the site topography and the tree screening, Vale Farm is not a dominant feature until one is closer to the farm cluster. East of Taplin’s Farm Lane the land is also largely open, but is flatter than land to the west. Due to the topography, the elevated railway line to the north and the woodland to the south, the area feels more enclosed than land to the west. South of Station Road and west of The Hurst, the land is rather undulating with the small valley feature being significant. Views of Winchfield Hurst dominate the eastern part of this area, whereas to the west (of Round Copse) views of St Mary’s Church tower (Grade I Listed) are an important feature. South of Round Copse, the fields are well enclosed by trees and are flatter than the areas further north.</p>
<p><b>Evidence of contaminated land</b></p>	<p>There was no obvious evidence of contamination anywhere on the site. However, we did not closely inspect the farm building complexes or the business units in the south of SHL124. Any areas of potential contamination would need to be assessed if the site is taken forward for development.</p>
<p><b>SITE SURROUNDINGS AND ACCESS</b></p>	
<p><b>Surrounding land uses</b></p>	<p><b>STR005 (WEST):</b> To the north of this area is the motorway and railway with agricultural land and woodland (SHL167) in between. To the west is the large wooded area of Odiham Common with Bagwell Green and Shaw SSSI. To the east is agricultural land and woodland that separates the eastern and western parts of STR005. To the south is the Basingstoke Canal with the historic parkland of Dogmersfield Park and King John’s Hunting Lodge beyond to the south.</p>

	<p><b>STR005 (EAST):</b> To the west of SHL124 is the wooded estate of Winchfield House and, south of the M3 an area of low-density large dwellings set into the woodland. To the north of SHL124 is a single agricultural field, beyond which is the new Dilly Lane housing development, currently under construction. This marks the southern edge of Hartley Wintney. To the east of SHL124 is the largely undeveloped Hart river valley, albeit with a cluster of motor trade businesses on the eastern side of Taplin’s Farm Lane. The western edge of STR009 (Pale Lane Farm) is close to the east of SHL124.</p> <p>To the west of SHL183 is the agricultural land and woodland that separates the eastern and western parts of STR005. To the south west of the site is Bagwell Lane with several larger dwellings and St Mary’s Church. To the south, beyond the canal is the open historic parkland of Dogmersfield Park. To the southeast is the small settlement of Winchfield Hurst and further east is the agricultural land that forms the River Hart valley.</p>
<p><b>Description and condition of site’s boundary features</b></p>	<p><b>STR005 (WEST):</b> To the north of Odiham Road, the site is extensively enclosed by woodland and wooded boundaries. The exceptions are the northern boundary section of SHL188 which is open to the adjacent M3 motorway and the southern boundary with the Odiham Road which is marked by a managed hedgerow. However, irrespective of the boundary screening, the rising topography within the site provides clear views of the site from the south (SHL185) and the north (from SHL167).</p> <p>The central part of STR005 (WEST) is also well enclosed by trees, especially to the west and south, where Odiham Common and Bagwell Green and Shaw and the broad wooded boundaries of the adjacent section of Bagwell Lane provide effective screening. Conversely, the north-eastern boundary of SHL182 is entirely open and only marked by a wide grass verge between the two ploughed fields. There is clear and extensive intervisibility between SHL182 and the agricultural land to the east, as far the residential properties on the eastern side of Bagwell Lane.</p> <p>Most of SHL133 has substantial screening from adjacent woodland (Odiham Common with Bagwell Green and Shaw to the west and Lousey Moor to the southwest), whilst the long southern boundary follows the Basingstoke Canal and is therefore screened by the trees lining the canal on both sides. To the northeast, the boundary is formed by a substantial hedgerow which also provides some effective screening in summer months at least. This means that the only largely open and unscreened section of boundary is the northern boundary. However, as this is opposite Bagwell Shaw, views into the site are again limited to those short distance views from the public highway (Bagwell Lane).</p> <p><b>STR005 (EAST):</b> The northern parcel of SHL124 is well screened to the west which includes a portion of Mabs Copse. The northern boundary is marked by a hedgerow, although this would not be substantial enough to screen any development within the site. The main body of SHL124 is bounded by the motorway to the north. The motorway is elevated above the west of the site, whilst further east as the site rises, the motorway enters a cutting and the northern boundary is largely open to the countryside to the north of the motorway. The eastern boundary of SHL124 is marked by hedgerows of varying size and density, but mostly being relatively low. These existing boundaries would be unlikely to offer effective screening of development within the east of the site. The south of SH124 (and indeed the north of SHL183) abuts the railway line which is elevated, particularly to the east of Taplin’s Farm Lane. Therefore, except in relation to views from passing trains, there is effective screening at this boundary. The west of SHL124 (south of the motorway) is well screened by woodland extending to the Odiham Road.</p>

	<p>The western boundary of SHL183, north of Station Road, abuts onto wooded areas and is well screened from views to the west or south, although development in this area would be highly visible from Station Road itself. Further south the western boundary is marked by various rear garden boundary treatments and by the low hedge marking the boundary with St Mary's church yard. East of the church, Round Copse and Hellet's Copse provide significant levels of screening to the southern parts of SHL183. From Hellet's Copse, the southern boundary follows the Basingstoke Canal as far as Barley Mow Bridge. Again, the substantial wooded boundaries of the canal tow path provide an effective level of screening to the southwestern parts of the site. The eastern boundaries of the site to the north of Barley Mow Bridge are less well screened and tend to be comprised of various hedgerows with some trees. This means that within the southeast of SHL183, there are generally clear views towards Winchfield Hurst. To the east of Taplin's Farm Lane, the site boundary becomes more wooded again with more effective screening provided to the south. The boundary that follows Pale Lane north towards the railway is marked by a relatively low hedgerow with occasional trees. Therefore, any development within the far east of SHL183, will be visible to the east, although not beyond the woodland strip that is found between Pale Lane and the River Hart.</p>
<p><b>Potential impacts from surrounding uses</b></p>	<p>The key potential impacts relate to the noise and air quality issues caused by the surrounding transport networks. Whilst the extent and degree of impacts would need to be appropriately assessed, we observed that the M3 motorway significantly impacted, in terms of noise, on the northern parts of SHL188 and SHL187 and on the north of SHL124, particularly to the west of Taplin's Farm Lane. East of Taplin's Farm Lane, the elevation of the site and the motorway cutting appeared to reduce the level of noise to some degree. Some intermittent noise impact was also observed from the railway line which is elevated above the south of SHL124 and the north of SHL183.</p> <p>There is a pet crematorium very close to the eastern boundary of SHL187, on the north side of the Odiham Road and this could potentially impact on any development within the far southeast of that site.</p> <p>At the eastern side of SHL183, the site boundary comes up to the rear gardens of the properties on the western side of The Hurst. Therefore, any development in the areas of SHL183 in close proximity to the boundary may be impacted by overlooking from the rear of those properties.</p>
<p><b>Potential impacts to surrounding uses</b></p>	<p><b>STR005 (WEST):</b> North of the Odiham Road, development within SHL168 could have detrimental impacts on the Odiham Common with Bagwell Green and Shaw SSSI, which is south of the site and indeed extends well into the site itself. Within SHL188 and the western edge of SHL187, the open boundaries to the north mean that development would be potentially highly visible from the elevated land north of the motorway (SHL167), as well as from the motorway itself and the public right of way (PROW) that follows the motorway between Totters Lane and Old Potbridge Road. Development of this part of the site could also be visible at longer distances, to the south and west. However, such potential visual impacts need to be considered in the context of the existing overhead power transmission lines and steel pylons that dominate views towards SHL188 and the west of SHL187. Further east, any development within SHL187 may adversely impact on the Tossell Wood SINC which is immediately to the east of the site.</p> <p>South of the Odiham Road, development within the north of SHL185 has the potential to impact on Withy Bed Copse (also a SINC and subject to an area-based TPO). Development within the centre of SHL185 and within SHL182 and the northern parts of SHL133 would be likely to be highly visible to the east and north due to the elevation of the land and the lack of any effective screening.</p>

	<p>Given the distance to the Odiham Road, development within SHL182 and SHL133 would also be expected to impact adversely on the use of Bagwell Lane, both north past St Mary’s Church and south through the Odiham Common with Bagwell Green and Shaw SSSI (see below in relation to access issues).</p> <p>The Southwestern boundary of SHL185 and SHL182 and the Western boundary of SHL133 abut onto Odiham Common with Bagwell Green and Shaw SSSI. Development within these parts of the site have the potential to cause direct adverse impacts on the SSSI, and any significant level of development across the whole of STR005 (WEST) have the potential to cause indirect adverse impacts through increases in recreational pressure on the SSSI and through the increase in traffic using the Odiham Road, which passes through the SSSI.</p> <p>Development within the south, west and far east of SHL133 could cause harm to a range of designated features, including Lousey Moor SINC, Fields West of Lousey Moor SINC, Bagwell Shaw (South SINC), Yow Tree Copse SINC and the Basingstoke Canal SSSI, as well as the Basingstoke Canal Conservation Area. Again, harm caused could arise both from direct impacts as well as from increased recreational pressure once any development is operational.</p> <p><b>STR005 (EAST):</b> Any development within the northern part of SHL124 (north of the motorway) could impact on the setting of Winchfield House (see below for heritage impacts). Development at the far east of SHL124 may well be visible to the east, although very few existing dwellings would be impacted and there are no PROWs. Development at the west of SHL183 could impact on the dwellings on Station Road, for example through overlooking as the site boundary extends to the rear garden of the dwellings to the east of the road. Due to the ridge feature within the north west of SHL183, development between Vale Farm and Station Road could be visible from longer distances to the south and south east in particular (e.g. from Winchfield Hurst). Again, such potential visual impacts need to be considered in the context of the existing overhead power transmission lines and steel pylons dominating views towards the west of SHL183.</p> <p>Further south, any development within the fields to the east of Bagwell Lane could adversely impact on the existing properties on the eastern side of the lane and on the setting of St Mary’s Church. Development within the southeast of SHL183 appears likely to be visible from Winchfield Hurst and potentially from the Basingstoke Canal Conservation Area south of the village. Were development to extend as far as the dwellings on the western side of The Hurst, some detrimental overlooking may arise.</p>
<p><b>Site’s existing access arrangements</b></p>	<p><b>STR005 (WEST):</b> The sites to the north of the Odiham Road are accessed from that road. This is also the case for Winchfield Court Farm (SHL185). There is a PROW linking across SHL198 from the Odiham Road to Potbridge Road and Totters Lane. SHL182 is accessed from Bagwell Lane, although there is a PROW that links the west of SHL182 to SHL185 as far as the Odiham Road. SHL133 is accessed from Bagwell Lane, with PROWs linking to Dogmersfield park to the south via non-vehicular bridges over the Basingstoke Canal.</p> <p><b>STR005 (EAST):</b> The parcel of SHL124 to the north of the motorway is accessed at the east by a branch of Taplin’s Farm Lane (a PROW) and at the west by a private track that links Station Road in the south (via an underbridge under the motorway) and Winchfield House to the west. The larger southern parcel of SHL124 currently benefits from several access points from Station Road at the south and from a field gate at the southeast corner onto Taplin’s Farm Lane.</p>

	<p>The northern parts of SHL183 are accessed from the west via Station Road, which continues through the site towards Winchfield Hurst. The central north has access from Taplin’s Farm Lane and the east has access from Pale Lane. The southern parts of SHL183 can be accessed from Bagwell Lane and from the south of The Hurst, north of the intersection with Chatter Ally. There are further access points west of Winchfield Hurst (on Station Road) and east of Winchfield Hurst on the land between The Hurst and Pale Lane and from Taplin’s Farm Lane. There is a further access point at the far east of the site from Pale Lane, just south of the railway line.</p>
<p><b>Barriers to / impacts of providing suitable site access to public highway</b></p>	<p><b>STR005 (WEST):</b> Most of the western parts of the site could be accessed from the B3016 (Odiham Road). This would necessitate changes and safety improvements, in addition to potentially reducing the speed limit from the current national limit (60 mph). Whilst there is currently an access point to SHL168 from Potbridge Road, this is constrained, both due to the narrow nature of Potbridge Road and the inclusion of much of SHL168 within the Odiham Common with Bagwell Green and Shaw SSSI.</p> <p>If development were taken forward on SHL182, it may be preferable to access this through SHL185 and onto the Odiham Road. Bagwell Lane provides a current access point but is not suitable for any significant increase in vehicular traffic, although it could allow for increases in pedestrian and cycle movements if safety issues were feasible to address, preferably in a way that did not undermine the strong and distinctive rural character of the lane.</p> <p>As SHL133 can only currently be accessed via Bagwell Lane, it is considered that access represents a severe constraint to development of that site. Although it may be physically possible to widen Bagwell Lane between the access point to Swan Farm and the junction with the Odiham Road, almost the entire length of this route is within the Odiham Common with Bagwell Green and Shaw SSSI, with widening having the potential to cause significant harm. If SHL182 were to be developed in addition to SHL133, it may be possible to access SHL133 through SHL182 and SHL185 to the Odiham road and thereby avoid significant increases in the use of Bagwell Lane. However, this would require a new access point to SHL133 which could result in the loss of considerable boundary hedgerow and trees. It may also impact on the access arrangements for Rectory Cottage and Oak Hatch and the PROW which emerges onto Bagwell Lane opposite Rectory Cottage.</p> <p><b>STR005 (EAST):</b> Whilst the eastern parts of the site are generally well served with access points from the surrounding road network, the issue here is the adequacy of the road network to serve a large strategic development. Whilst the western end of SHL124 meets the Odiham Road, the remainder of the roads (Station Road, Taplin’s Farm Lane, Bagwell Lane, The Hurst and Pale Lane) are all narrow rural roads with limited capacity and very few, if any, facilities for pedestrians and cyclists. Therefore, any significant development would need to adequately address these issues and undertake significant investment in capacity and safety improvements. On behalf of Hart District Council, WSP undertook a high-level assessment of the current route network in the Winchfield area and Table 7 below sets out the outcomes highlighted in their report.</p> <p>WSP’s high-level access assessment (see Table 7 below) concluded that safe and suitable access may be achievable (subject to further assessment, based on suitable transport modelling work). Whilst WSP agree that that development would place considerable pressure on the B3016, they considered that widening of this route is unlikely to be justified as it would not be expected to deliver any significant increases in capacity. The extent to which wider capacity improvements would be required, for</p>

	<p>example at Junction 5 of the M3, would need further testing, based on modelling.</p> <p>WSP agreed with the site promoters’ initial assessment, finding that a new motorway junction was not likely to be required, nor represent the most appropriate course of action to address the impact of development. It was considered that the focus should be on addressing the specific capacity and safety issues in the existing routes (A287/B3016) between the site and the existing motorway Junction 5.</p>
<p><b>Description of surrounding access network</b></p>	<p>The B3016 (Odiham Road) is a fast and relatively straight route, albeit with a bend as it approaches the M3 bridge from the north. The speed limit is 50 mph as far south as the junction with Beauclerk Green, beyond which it reverts to national speed limit (60 mph). There are only a limited number of junctions north of the M3, all of which are for local access only. South of the M3, the junction with Station Road is the main junction with a secondary junction to the Beauclerk Green cul-de-sac a little to the south, The B3016 goes on to connect with The Potbridge Road at the western edge of Odiham Common and further south to the A287 just north of Odiham.</p> <p>Station Road intersects with the B3016 just south of the M3 and is relatively straight and wide past Winchfield Station, before narrowing markedly at the sharp bend to the south where the road passes through the railway underbridge. South of the railway line, the road widens and sweeps in a large bend to the east where it intersects at the north of Winchfield Hurst with Pale Lane and Taplin’s Farm Road. The Hurst and, further south, Chatter Ally are effectively a continuation of Station Road southwards towards Dogmersfield. Except for the railway underbridge, the road is wide enough to have a centre line for its entire length and was not observed to be particularly busy at the time of our visits, although speeds of vehicles were generally high and there was no pedestrian footway beyond Winchfield Station.</p> <p>Taplin’s Farm Lane is a generally narrow rural lane with significant bends to the north of the railway. The railway underbridge through which the lane passes is narrow, although the road widens on the approach to the bridge over the M3 and for some distance thereafter. The Lane intersects, to the north of Winchfield Hurst, with Station Road and Pale Lane. At its northern end, the Lane intersects with Dilly Lane and continues north to Hartley Wintney as Church Lane.</p> <p>Pale Lane is a narrow and attractive lane with a strong rural character, leading from the south of Winchfield Hurst, in a northeasterly direction to the A323 at Elvetham Heath. At its southern end, the lane links to Chatter Ally, The Hurst and Spratt’s Hatch Lane. Just north of the boundary with SHL183, the lane passes over the River Hart and then through a relatively narrow railway underbridge.</p> <p>Bagwell Lane is also a narrow and attractive route with a strong rural and wooded character. The lane intersects with Station Road in the north and passes St Mary’s Church before passing through wooded field margins and then into Odiham Common with Bagwell Green and Shaw SSSI for the remainder of its length until it intersects with the B3016 some way north of the A287.</p> <p>Potbridge Road (Totters Lane north of the M3) connects the A30 at the north, over the railway line and under the motorway to the B3016 at the south, at the western edge of Odiham Common. The route is narrow and has a rural character for much of its length. Between the A30 and the B3016, the only junctions on the lane are for access to local farms and residences.</p>

<b>LANDSCAPE AND SETTLEMENT COALESCENCE</b>		
<b>LVIA by Lepus?</b>	<b>YES</b> (See Table 8)	
<b>HDC Landscape Capacity Study 2015</b>	<b>Local Landscape Character Area</b>	WI-02 – East of Winchfield (SHL124) WI-01 – East to SW of Winchfield (SHL133, SHL182, SHL183, SHL185) WI-03 – West of Winchfield to M3 (SHL168, SHL187, SHL188)
	<b>Visual Sensitivity</b>	WI-02: Low/Medium. WI-01: Medium/High. WI-03: Medium/High.
	<b>Landscape Sensitivity</b>	WI-02: Medium. WI-01: Medium/High. WI-03: Medium/High.
	<b>Landscape Value</b>	WI-02: Medium WI-01: Medium WI-03: Medium
	<b>Overall Landscape capacity</b>	WI-02: <b>MEDIUM/HIGH</b> WI-01: <b>LOW/MEDIUM</b> WI-03: <b>LOW/MEDIUM</b>
<b>Description of views into the site from surrounding areas</b>	<p><b>STR005 (WEST):</b> North of the Odiham road, the elevated land at the north of SHL188 and SHL187 allow for views into the site from the north, for example from SHL167, and at longer distances from the west. Whilst clear views of the site are possible from the Odiham Road, this is only generally from within the boundaries of the site itself.</p> <p>SHL182 is somewhat exposed at its eastern side and there are clear views across the large field comprising most of SHL182 from vantage points on Bagwell Lane to the east of the site and from a PROW that extends north from Bagwell Lane to the Odiham Road north of Withy Bed Copse.</p> <p>Significant areas within SHL133 are visible from Bagwell Lane and from the PROW that runs from the Basingstoke Canal, east of SHL133 intersecting with Bagwell Lane opposite the east of SHL182.</p> <p><b>STR005 (EAST):</b> The parcel of SHL124 north of the motorway is open to views from the new housing development south of Dilly Lane and from some vantage points on Taplin’s Farm Lane and also from the two PROWs that extend from Taplin’s Farm Lane; one to the south over the motorway and the other to the west past the southern boundary of the Dilly Lane housing development. The remainder of SHL124 is generally well enclosed by the surrounding transport network and the woodland to the west. Nevertheless, there are short distance views into the south of SHL124 from Station Road and from passing trains on the elevated railway. There are also views of the site from the M3 to the north, but only at the point where the motorway is elevated above the site. At the east of the site, there are views into the site from Taplin’s Farm Lane, between the motorway and the railway.</p> <p>Overall, due to the surrounding wooded areas and the elevated railway line to the north, there are few long-distance views into SHL183. There are nevertheless short-distance views from a number of points. These include from passing trains which provide</p>	

	<p>clear views over the north of the site and from Pale Lane which provides a number of vantage points from which the east of the site is clearly visible. There are other locations where adjacent properties will have clear views into parts of the site, including from the rear of properties to the west of The Hurst, from the rear of properties on Station Road, just south of the railway line, and from the properties and from St Mary's Church on Bagwell Lane from where views into the southwestern corner of the site are possible, between Station Road and Round Copse.</p>
<p><b>Descriptions of views from the site</b></p>	<p><b>STR005 (WEST):</b> From the higher parts of SHL188 and SHL187 there are extensive and long-distance views over the motorway to the north west and towards Hook in the west. Further east, views are curtailed by the strong wooded boundaries, including Oldman's Copse adjacent to the motorway.</p> <p>South of the Odiham Road there are views from the higher land within SHL185 and from much of SHL182 towards the east and north over the agricultural land that separates the two parts of STR005. From the higher land within the south of SHL133, there are views to the north and north east. Some of these are into SHL182, whilst others include parts of the land between the east and west of STR005, as well as views into Odiham Common with Bagwell Green and Shaw SSSI.</p> <p><b>STR005 (EAST):</b> Views to the north are possible from the parcel of land north of the motorway. These views are now towards the new housing being developed south of Dilly Lane. From the east of SHL124 (south of the motorway) where the land is elevated above the M3, some views towards the north and east are possible in gaps in the screening, and this would be more pronounced in winter months.</p> <p>The northern parts of SHL183 are relatively well contained due to the surrounding woodland and other screening and the generally flat topography. The exception is the high ridge to the west of Vale Farm from where there are long-distance views over the woodland to the west and southwest into the agricultural land between the two parts of STR005 and clear views over the remainder of the site towards Winchfield Hurst to the south east.</p> <p>From the southwest of SHL183, there are views of the rear of properties on Bagwell Lane, and across the churchyard to St Mary's Church. From the southeast of SHL183 there are further clear views of Winchfield Hurst.</p>
<p><b>Potential for settlement coalescence</b></p>	<p>No parts of the site are within any local or strategic gap as defined by the existing Hart District Local Plan (Replacement) 1996 – 2006. Nevertheless, the site occupies a very large tract of open countryside areas between Hook to the west, Odiham to the southwest and Phoenix Green/Hartley Wintney to the north. Therefore, if the site was to be developed in any significant way, it would erode what is currently a largely open and undeveloped gap between these settlements.</p> <p>In the absence of any firm development quantum or layout proposals, it is hard to assess the risk that development would cause settlement coalescence. Nevertheless, we consider the areas within STR005 (EAST) to be more sensitive in this regard compared to the areas within STR005 (WEST).</p> <p><b>STR005 (WEST):</b> The western parts of the site are generally more isolated within the countryside, with some considerable distances between the boundaries and the nearest existing settlements. However, this is academic to some extent as there is no</p>

	<p>realistic proposal we have seen to develop the western parts of the site in isolation from the larger eastern part of the site. Therefore, it is the development of STR005 (EAST) that is considered to give rise to settlement coalescence risks, and any development at STR005 (WEST) could potentially exacerbate these risks but would not be expected to cause settlement coalescence in its own right.</p> <p><b>STR005 (EAST):</b> The small parcel of SHL124 to the north of the motorway does not relate well to the remainder of the SHL124, and is largely open to the north with the new housing development to the south of Dilly Lane being both near and at a higher elevation than the site. We consider therefore, that any development on this area would be viewed as extending the built-up area of the south of Hartley Wintney further to the motorway. The area of the site north of the motorway may need to be kept open to prevent a significant risk of settlement coalescence between Hartley Wintney and the new strategic development.</p> <p>Were the east of SHL124 and the northeast of SHL183 to be developed, it would have the effect of introducing development significantly further east into the River Hart Valley. This is particularly the case with the area of SHL183 east of Taplin’s Farm Lane. Whilst this would greatly reduce the gap between the west of Fleet/Elvetham Heath and its nearest developed areas to the west, it would nevertheless preserve a gap ranging from 1.7 km (between SHL124 and the west of Elvetham Heath) down to 0.67 km (between the east of SHL183 and the western edge of the newly developed areas of Fleet to the west of Hitches Lane). Whilst relatively narrow, it would be possible to defend this remaining gap, since approximately half would be within the new Edenbrook Country Part and much of the remainder would be within Flood Zones 2 and 3.</p> <p>Any development of the eastern areas of SHL183 needs to consider carefully how the new development will relate to Winchfield Hurst. Whilst this is only a very small settlement, it does have a local identity and significance that should be acknowledged and reflected in development proposals.</p>
<b>HERITAGE</b>	
<p><b>Potential impact on setting of Listed Buildings</b></p>	<p><b>STR005 (WEST):</b> Within SHL168 is Bailey’s Farmhouse which is a Grade II listed building set prominently within the Bailey’s farm cluster of agricultural buildings. Any development within SHL168 would have the potential to harm the setting of this building. Equally any development within SHL188 and the western fringes of SHL187 would be clearly visible from the listed farmhouse and may also harm its setting. There is a Grade II listed milestone on the north side of the Odiham Road, just inside the site’s boundaries at the point where the overhead power transmission lines cross the Odiham Road. To the northwest of Bailey’s Farmhouse is a Grade II listed dwelling called <i>Valley End</i>, just south of the motorway. The setting of this listed building is less likely to be harmed by development due to the intervening screening from trees and hedgerows. Adjacent to the southeast of SHL187 is a pet crematorium and the kiln structure within that property is Grade II listed. The crematorium site is generally well screened from the east of SHL187 and it is considered unlikely that development would harm the setting of the kiln.</p> <p>South of the Odiham Road is <i>Cheverton’s Farmhouse</i> which is Grade II listed.</p> <p>There are numerous listed buildings within and near SHL133. Most significant is the cluster of Grade II listed farm buildings at the <i>Swan’s Farm</i> cluster at the north of the site. Several structures here are individually listed and, due to the open nature of the north of</p>

SHL133, these structures are highly visible from much of the north and centre of the site. It is considered that any development within these parts of SHL133 would have the potential to harm the setting of the cluster of listed buildings.

Near the east of SHL133 is the *Old Rectory*, a Grade II listed dwelling. Given the screening at the east of the site and the presence of an intervening dwelling, development may not harm the setting in a significant or substantial way. At the south of the site the boundary is formed by the Basingstoke Canal and this is crossed by three Grade II listed bridges, from west to east: *Sandy Hill Bridge*; *Sprat's Hatch Bridge* and; *Baseley's Bridge*. Each of the bridges is set within the wooded banks of the canal, although any development that was introduced very close to the southern boundary of the site could harm the setting of these structures.

Close to the southwestern end of SHL133 is *Wilks Water* and *King John's Hunting Lodge*. Each of these are Grade II listed. However, given that all the southwest of the site is SINC and much of it is within Flood Zones 2 and 3 it seems unlikely that any development would be proposed close enough to impact on the setting of these two listed structures.

**STR005 (EAST):** Much of the parcel of SHL124 to the north of the motorway is within an area locally listed as part of the historic estate of *Winchfield House*. The house itself (Grade II\* listed) is visible from the west of this part of SHL124. To the north of the main house is a Grade II listed stable block. Overall it is considered that development within the western parts of this area would have the potential to harm the setting of *Winchfield House*. In addition, there are two Grade II listed buildings within the Taplin's Farm cluster to the northeast of the site and were development to extend to the northern part of the site there may be some harm caused to the setting of the nearest of the two listed dwellings.

South of the motorway, much of the west of SHL124 is included within the local listing for the historic Winchfield House estate, although due to the presence of the motorway between the site and Winchfield House, the association of this area is reduced. However, the Grade II listed *South Lodge* is adjacent to the site (surrounded by the site on three sides) and this helps to support some associations between the western parts of SHL124 and *Winchfield House*. The *Winchfield Inn* public house is also a key building in this area and is locally listed. As with *South Lodge*, the Inn is surrounded on three sides by SHL124 and development at that site therefore has the potential to harm the setting of both buildings.

There is a Grade II listed barn at *Vale Farm* within the north of SHL183. Adjacent to the north west of SHL183 is *Cranfords Barn* (also Grade II listed) which has been converted to a dwelling on the eastern side of Station Road. This dwelling is visible from the north west of the site, with very little in the way of any screening, and development here could harm its setting.

There are two listed buildings within Winchfield Hurst that are near SHL183. The barn (Grade II listed) at *Hurst Farm* is adjacent to Taplin's Farm Lane directly opposite the eastern part of SHL183. There is very little screening here and development on the site to the east of Taplin's Farm Lane would be expected to impact on the setting of the barn. Further south the first dwelling on the western side of The Hurst is *Rose Cottage* (also Grade II listed). This small cottage is also not well screened from the fields to the rear of the cottage which form part of SHL183. Development within this part of the site could harm the setting of the cottage.

South of Winchfield Hurst, the far south eastern corner of the site is adjacent to Barley Mow Bridge, which is also a Grade II listed bridge over the Basingstoke Canal. Adjacent to the south side of the bridge is Barley Mow house which is locally listed. Whilst there

	<p>is some screening between the site and these heritage assets, any changes to Sprat’s Hatch Lane due to development of the site could harm the setting of the bridge and its associated house.</p> <p>At the south west corner of SHL183 is a Grade II listed farmhouse at <i>Court House</i>, on the eastern side of Bagwell Lane. A little further south is <i>St Mary’s Church</i>, which is an important Grade I listed Norman church. Although the church is screened to some extent from the site, the church tower is visible from some distance to the north and northeast within the site. It is therefore considered that development within the south-east corner of the site has the potential to have a negative impact on the currently very rural and sparsely developed setting of the church.</p>
<p><b>Potential Impact on Conservation Areas</b></p>	<p>Small areas within the very south of the site, both eastern and western parts, are within the Basingstoke Canal Conservation Area. This designation generally marks the entire southern boundary of STR005 and so it is considered that any development at this southern edge of the site must take the Conservation Area into account and avoid harming the character and heritage value of the areas designated. This could suggest that development should be set back from the southern edge of the site, allowing sufficient open margin to protect the setting of the Canal and its related heritage assets and wider rural and historic character.</p> <p>At the north of the site, the parcel of SHL124 near north of the motorway is near the southern end of the Hartley Wintney / Church House Conservation Area that covers Taplin’s Farm cluster. Any development to the north of the M3 must take this designation into account and the potential for views into and out of the Conservation Area to be harmed.</p>
<p><b>Other possible impacts?</b></p>	<p>A small part of the southwest of SHL183, between the south of Winchfield Hurst and Barley Mow Bridge, is designated as an area of Significant Archaeological Features. There is a further very small area in the south east of the site, adjacent to St Mary’s Church that is also subject to this designation.</p> <p>There are several World War II ‘Pill Boxes’ within and adjacent to the site, all of them in STR005 (WEST):</p> <ul style="list-style-type: none"> <li>• SHL133: One at the south of Swan’s Farm on the north bank of the Canal; one in the wooded field margin at the far east of the site and one in the wooded field margin at the north east of the site</li> <li>• SHL182: One at the southern tip to Withy Bed Copse</li> <li>• SHL185: One at the southwestern tip of Withy Bed Copse</li> <li>• SHL187: One in the wooded field margin north of the Odiham Road, opposite Winchfield Court Farm</li> <li>• SHL168: One to the rear of Bailey’s Farm cluster</li> </ul>
<p><b>NATURE CONSERVATION AND ECOLOGY</b></p>	
<p><b>Potential features or areas of ecological interest</b></p>	<p>As a very extensive site, a range of potentially notable features of ecological interest were noted and these are described below by SHLAA site reference:</p> <p><b>STR005 (WEST)</b> <b>SHL168:</b> This small site contains significant areas considered to be rich in ecological terms. These include the wet grassland and</p>

the wooded areas at the centre and west of the site and a large pond at the north west of the site and a much smaller pond further south. These areas are included within the *Odiham Common and Bagwell Green and Shaw SSSI* and would need to be fully protected from development and from the effects of any additional nearby development. Just outside of the SSSI, there is a row of Weeping Willow trees following the driveway from the Odiham Road to the farm cluster.

**SHL188:** This small site located between SHL168 and SHL187 comprises two regular shaped fields with low and managed hedgerows. At the south of the site where it meets the driveway to Bailey's Farm, there is a small area of woodland, which continues south into SHL187. **(See Table 9 below in relation to the HBIC recommendation for SINC status for this woodland area.)**

**SHL187:** This large site includes three large, irregularly shaped fields interspersed by significant areas of woodland, and with a small area of grassland at the far south (at the point where the overhead power transmission lines cross the Odiham Road) that appears to be of ecological note. At the west of the site is *Gravelley Copse SINC*, which becomes *Bottom Copse SINC* further east. An off-shoot of Bottom Copse connects the main area of woodland to the Odiham Road, forming a wide wooded field margin. A further off-shoot connects to *Tossell Wood SINC* to the east, so forming a potentially important wildlife corridor between the two larger areas of woodland. The eastern boundary of the site abuts Tossell Wood, which extends into the far east of the site covering an old clay pit. At the northernmost boundary, the site includes a wide wooded margin following the south bank of the railway line cutting. This is effectively an offshoot of Tossell Wood but is not designated as SINC, although some of the trees in this area appeared to be mature and capable of supporting valuable wildlife habitats. Further west this connects with *Oldman's Copse SINC* which is a semi-circular shaped area of woodland adjacent to the motorway.

**SHL185:** This site comprises several large fields in the centre, with the Winchfield Court Farm cluster of buildings in the north. The south comprises an area of wet/marshy grassland adjacent to the *Odiham Common with Bagwell Green and Shaw SSSI*. **(See Table 9 in relation to the HBIC recommendation to designate Winchfield Court Farm Marsh as SINC).** Further notable ecological features within the site include the large pond at the south, several drainage ditches within the south and west and several substantial field trees within the west of the site. There are further trees surrounding and within the farm building cluster and these are subject to TPOs. Given its proximity to *Odiham Common and Bagwell Green and Shaw SSSI*, the southern part of the site may need to be kept free of any development to ensure a sufficient buffer for the designated area. The north of the site is adjacent to *Withy Bed Copse SINC* which is also subject to an area-based TPO. The site's eastern boundary is marked by hedgerows well interspersed with trees and this may be serving as a wildlife corridor between Bagwell Shaw in the south and Withy Bed Copse to the north.

**SHL182:** Whilst much of the site comprises a large rectangular ploughed field, the southern areas appear to be wet and marshy grassland, similar to those seen within SHL185. These run parallel to the adjacent Bagwell Green (part of the *Odiham Common and Bagwell Green and Shaw SSSI*) and are separated from the arable field by a notable hedgerow interspersed with trees. **(See Table 9 in relation to the HBIC recommendation to designate the west of Winchfield Court Farm South as SINC).** As referred to above (SHL185) the hedgerow and trees at the western boundary appears to be a notable feature in ecological terms. There is a significant wide wooded field margin at the eastern end of SHL182 separating the site from Bagwell Lane, which is part of the *Mousey Row SINC*.

**SHL133:** This site includes several features of ecological note. Most of the west of the site is designated for nature conservation. This includes *Lousey Moor SINC*, *Lousey Moor North East SINC* and *Bagwell Shaw (South) SINC* which are each woodland areas and *Wilks Water SINC* which includes a freshwater pond, with the remainder of the west of the site being designated as *Fields West of Lousey Moor SINC* which includes semi-improved grassland. (However, **see Table 9 for HBIC recommendation to delete some parts of this grassland SINC designation**). The entire southern boundary of the site abuts the Basingstoke Canal (which is designated an SSSI) and the north west of the site includes a sizable portion of Bagwell Shaw (which is part of *Odiham Common with Bagwell Green and Shaw SSSI*). At the far south east of the site is a further woodland area (*Yew Tree SINC*) adjacent to the Canal. The east of the site includes two large fields which are separated by significant hedgerows with trees interspersed. A similar hedgerow marks the north-eastern boundary of the site. These may have the potential to provide valuable wildlife corridors between Yew Tree Copse in the east and Bagwell Green and Mousey Row in the west. There is a reasonably large farmyard pond to the northwest of the farm cluster and a smaller overgrown pond was seen at the northern boundary of the site.

#### **STR005 (EAST)**

**SHL124 (North of M3):** The parcel of SHL124 north of the motorway includes a large part of Mabs Copse which is an area of woodland to the east of Winchfield House. (**See Table 9 in relation to the HBIC recommendation to designate Mabs Copse as SINC**). At the east of the site there are a number of large mature trees (including several oak trees) that are likely to be providing valuable habitats. The entire area of this parcel is covered by an area-based TPO.

**SHL124 (South of M3):** The western part of the site comprises a large area of woodland that is covered by an area-based TPO. Further east, there are several smaller fields separated by hedgerows, some of which appear to be of potential ecological value and include numerous trees, of various sizes and stages of maturity. At the centre-south of the site there is a small compact area of woodland connecting with rows of trees to the north, east and southwest. These wooded areas may provide wildlife corridors which link up to the hedgerows to the west. The northeast of the site comprises large arable fields, although several large mature field trees were noted in this area. The south east of the site has been left as scrubland and grassland meadow and is being gradually colonised by shrubs and saplings, with larger trees at the boundaries of this area and adjacent to the railway line. Given that this area also contains some drainage ditches and other wetter areas, it would appear to warrant further investigation and may prove valuable ecologically.

**SHL183 (North of Station Road):** The western part of this site is a field enclosed by woodland (*Furzey Moor SINC*) and whilst the field had been recently ploughed, there was a wide grassland margin at the south that appears to be potentially of ecological value. The large part of SHL183 surrounding Vale Farm is mostly open, but does include some hedgerows of note with interspersed trees, for example, south and northeast of the farm building cluster. There is also a very small area of woodland at the west of the site, just north of the access point to Tudor Farm. At the north of the site, northeast of Vale Farm cluster, is an area of wet grassland and possibly some marsh areas near to several drainage ditches. This area would need to be investigated further as it may be of some ecological value. It is noted that some of the trees within this area are protected through area-based TPOs. At the southeast of this parcel there is a significant row of trees following a track with drainage ditches running parallel. These ditches may connect with a small pond to the east, near the Hurst Farm cluster of buildings.

	<p><b>SHL183 (East of Taplin’s Farm Lane):</b> This area is divided into several large fields, again with some notable hedgerows, including trees, marking some of the field boundaries. The northern boundary with the railway lines includes the densest areas of trees, in addition to small areas of grassland that may be of ecological note. The easternmost part of the site is a wet grassland field bounded to the north by the River Hart. <b>(See Table 9 in relation to the HBIC recommendation to designate Pale Lane Marsh as SINC).</b></p> <p><b>SHL183 (South of Station Road):</b> This parcel contains smaller more irregular-shaped fields, most of which are bounded by hedgerows or by more substantial woodland margins and small copses. At the south-eastern corner, there are some small patches of woodland adjacent to the Basingstoke Canal. Towards the centre of the parcel, there is a minor watercourse forming a shallow valley with some of the grassland in this area being notably wet. Further south is <i>Round Copse SINC</i>, which connects just outside of the site with <i>Hellet’s Copse SINC</i>. The hedgerows to the east of Round Copse may serve as a wildlife corridor connecting the wooded banks of the Canal with Round Copse. There is a further wetter area of grassland at the northwest of this parcel just to the south of Station Road. The hedgerow in this area was also noted to be particularly wide and potentially of note ecologically.</p>
<p><b>Tree coverage and observed condition of trees</b></p>	<p>References to tree coverage have been made in the above section for each of the constituent SHLAA sites. Overall, the most significant tree coverage is to be found in:</p> <ul style="list-style-type: none"> <li>• SHL168 (Woods at Bridge and Bailey’s Farms);</li> <li>• SHL187 (Bottom Copse, Gravelly Copse, Oldman’s Copse and Tossell Wood Pits);</li> <li>• SHL133 (Lousey Moor, Dogmersfield Plat, Bagwell Shaw and Yew Tree Copse);</li> <li>• SHL124 (Mabs Copse to the north of the M3); and</li> <li>• SHL183 (Round Copse and Barley Mow Woods)</li> </ul> <p>In addition, there are numerous trees at the external and internal boundaries of the site, with many of these being large mature trees that contribute significantly to both the landscape character and ecological value of the site. The main significant woodland areas marking external boundaries of the site include the long boundary with Odiham Common with Bagwell Green and Shaw SSSI at the southwest of STR005 (WEST); the boundary between SHL187 and Tossell Wood SINC and the boundary between SHL185 and Withy Bed Copse SINC. In addition, the entire southern boundary of SHL133 and SHL183 abuts onto the mature tree stands marking the Basingstoke Canal towpaths. Good examples of more significant internal boundary trees include those at the boundary of SHL182 and SHL185, those following the track between Station Road and Vale Farm access road and those within south east of SHL183, following the drainage ditches in this area.</p> <p>Finally, there are several significant individual field trees. Again, some of these are large and mature specimens that could be valuable for ecological purposes in addition to their landscape and amenity value. Examples of such trees include the mature oaks in the northern parcel of SHL124 and the several large trees (oaks) within the largest field of SHL124, south of the motorway.</p>
<p><b>Potential impacts of development on any designated areas</b></p>	<p>References have been made above to the potential for impacts on the many areas designated for nature conservation within and near the site. Whilst the site is generally quite constrained in some areas, the scale of the site is such that there may be the potential to take the areas currently designated, in addition to those proposed for designation (See Table 9 below), into account in the layout</p>

	<p>and designing proposals for a strategic site. In other words, we do not consider that nature conservation constraints would prevent a significant strategic scale development from being appropriately masterplanned, although the constraints will limit the development potential of the site.</p> <p>Nevertheless, there are a few areas within the site that we would consider much less appropriate for development due to nature conservation objectives. These areas can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• SHL168: Much of the site is within the <i>Odiham Common with Bagwell Green and Shaw SSSI</i> and should not be developed. Allowing for a buffer to the SSSI, very little of this site would appear appropriate for development from a biodiversity perspective;</li> <li>• Far east of SHL187: Any development at the east of this site should avoid breaching the potential wildlife corridors between Bottom Copse and Tossell Wood and south from Bottom copse to the Odiham Road. The inclusion of the rows of trees within the SINC designation would appear to make it very challenging to link up any areas of proposed development to the north and south of the site and development here may need to be avoided.</li> <li>• The southern parts of SHL185 and SHL182: The need to provide a buffer to the <i>Odiham Common with Bagwell Green and Shaw SSSI</i> and the need to take into account the potential new recommended SINCs at Winchfield Court Farm Marsh and Winchfield Court Farm South make the southern parts of these sites less appropriate for development in our view.</li> <li>• The west of SHL133: This area is highly constrained, even taking into account the proposal from HBIC to delete much of what is now the <i>Fields West of Lousey Moor SINC</i>.</li> <li>• The far east of SHL183: This area is recommended by HBIC as a new SINC (Pale Lane Marsh).</li> <li>• The far south and southwest of SHL183: Although not designated, due to the well-developed woodland and hedgerow structure south and southwest of Round Copse, the development of this area would inevitably harm the ecological value of the site with potential consequential harm to the wildlife value of the woodland SINC to the south.</li> <li>• West of SHL124: Both north and south of the M3, development should avoid harming the remaining woodland. The intention to designate Mabs Copse a SINC is noted. The whole of the west of SHL124 is also already subject to area-based TPOs.</li> </ul>
<b>FLOODING</b>	
<p><b>Describe presence and condition of water bodies on the site</b></p>	<p>There are a number of waterbodies within the site. The most significant of these are as follows:</p> <p><b>SHL168:</b> There are two ponds at the western side of the site. The northernmost pond is significantly larger (approximately 0.7 hectares in area) with two islands within the pond, and looked to be in good condition. The smaller pond was rather overgrown and partially overhung by trees.</p> <p><b>SHL187:</b> There is a significant drainage ditch running from the south of Bottom Copse to the Odiham Road. This contained a fair amount of vegetation when the site was visited.</p> <p><b>SHL185:</b> There is an extensive network of drainage ditches within the west and south of the site. Some of these were rather overgrown whilst others showed some signs of recent clearance. The fishing pond within the south of the site is relatively large (approx. 0.33 ha) and contains two small islands with a footbridge crossing to the largest island. The pond appears well managed</p>

	<p>and is actively used for fishing.</p> <p><b>SHL182:</b> The south of the site, and in particular the boundary with adjacent Bagwell Green, includes drainage ditches which contained water at the time of our visit and were partially vegetated.</p> <p><b>SHL133:</b> The west of the site appeared to have a network of drainage ditches at the boundary between Lousey Moor and the adjacent grassland fields. Just outside of the site to the southwest is Wilks Water, a large pond surrounded by trees and again containing an island. At the north of the site are two ponds, one in the open area between the farm cluster and the northern boundary appeared to be well managed. The second, further east, opposite Swan’s Farm Cottages, was smaller and considerably more overgrown.</p> <p><b>SHL124:</b> The area south of the M3 includes a network of drainage ditches, most notably diagonally traversing the west of the site and at the south east of the site, broadly parallel to the railway line. The latter ditch is quite a significant feature and is lined by trees and shrubs, and contained a fair quantity of water when the site was visited.</p> <p><b>SHL183:</b> There is an extensive network of drainage ditches across this site, concentrated to the northeast and south of Vale Farm cluster, traversing the eastern part of the site and within the centre of the southern parcel, south of Station Road. Some of these drains were substantial and, at the time of our visit, most contained water. Some, such as that to the southeast of Vale Farm cluster were rather overgrown. There is a small pond just to the west of Hurst Farm. At the far east of the site, the River Hart forms a short boundary with SHL183 on the north site of Pale Lane Marsh. South of Station Road, the drainage ditches form a minor watercourse within the shallow valley that drains northwards towards the railway line and eventually joins the River Hart to the east of SHL124. Within the valley feature is a small pond (approx. 0.06 ha) that appeared to have been used by cattle and was cloudy with banks having been trampled.</p>								
<b>Evidence of current or past flooding?</b>	<p>At the time of our visit, some areas of very wet ground were observed, with small amounts of standing water, for example, at the south of SHL185, at the north of SHL183 (just west of Taplin’s Farm Lane) and towards the centre of the southern parcel of SHL183, between Station Road and Round Copse. The far east of SHL183 (Pale Lane Marsh) appeared to show signs of wet grassland vegetation, but was not entered. There was no other obvious evidence of current or past flooding.</p>								
<p><b>Site Flood Risk Assessment</b></p> <p><i>NB: Sites ranked from 1 (lowest risk) to 74 (highest risk)</i></p>	<p><b>Outcome of the HDC Site Flood Risk Assessment (November 2015):</b></p> <table border="1" data-bbox="499 1090 2072 1394"> <tr> <td data-bbox="499 1090 734 1337"><b>SHL124:</b></td> <td data-bbox="734 1090 869 1337">47/74</td> <td data-bbox="869 1090 2072 1337">It is noted that some parts of the south of the site, and a small area in the section of the site north of the M3, are susceptible to surface water flooding, 1-in-30 years and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface Water). Much of the east of the site is susceptible to groundwater flooding below ground, and the site is in an area susceptible to groundwater flooding (50–75%). In addition, an area towards the south-eastern boundary of the site is at risk of reservoir flooding. An ordinary watercourse runs through the site.</td> </tr> <tr> <td data-bbox="499 1337 734 1394"><b>SHL133:</b></td> <td data-bbox="734 1337 869 1394">63/74</td> <td data-bbox="869 1337 2072 1394">Flood risk on the site is mainly concentrated to the west. An area of the west of the site is located within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling) where the</td> </tr> </table>			<b>SHL124:</b>	47/74	It is noted that some parts of the south of the site, and a small area in the section of the site north of the M3, are susceptible to surface water flooding, 1-in-30 years and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface Water). Much of the east of the site is susceptible to groundwater flooding below ground, and the site is in an area susceptible to groundwater flooding (50–75%). In addition, an area towards the south-eastern boundary of the site is at risk of reservoir flooding. An ordinary watercourse runs through the site.	<b>SHL133:</b>	63/74	Flood risk on the site is mainly concentrated to the west. An area of the west of the site is located within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling) where the
<b>SHL124:</b>	47/74	It is noted that some parts of the south of the site, and a small area in the section of the site north of the M3, are susceptible to surface water flooding, 1-in-30 years and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface Water). Much of the east of the site is susceptible to groundwater flooding below ground, and the site is in an area susceptible to groundwater flooding (50–75%). In addition, an area towards the south-eastern boundary of the site is at risk of reservoir flooding. An ordinary watercourse runs through the site.							
<b>SHL133:</b>	63/74	Flood risk on the site is mainly concentrated to the west. An area of the west of the site is located within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling) where the							

			River Hart runs through it. It is highlighted that the site boundary could be clipped to remove the part of the site within Flood Zones 2 and 3. The west of the site is also susceptible to surface water flooding, 1-in-30 years and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface). It further has the potential for groundwater flooding at the surface. Parts of the site also have the potential for groundwater flooding below ground, primarily in the north. Furthermore, a small part of the site is in an area susceptible to groundwater flooding (50–75%). There is also potential for reservoir flooding in the west of the site. It is highlighted that there is an embanked canal within 100m of the site, and that an ordinary watercourse runs through the site and at its boundary.
	<b>SHL168:</b>	72/74	Much of this site is within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling). Much of the site is also at risk of surface water flooding, 1-in-30 years (Updated Flood Map for Surface Water / Flood Map for Surface). There is potential for groundwater flooding at the surface throughout much of the site, and the site is within an area susceptible to groundwater flooding (50–75%). In addition, much of the site is identified as being at risk of reservoir flooding. An ordinary watercourse runs through the site, and a main river is at the boundary.
	<b>SHL182:</b>	55/74	A small area along the south-west boundary of the site is located within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling). It is highlighted that the site boundary could be clipped to remove the part of the site within Flood Zones 2 and 3. A small area of the site is at risk of surface water flooding, 1-in-30 years and lower risk levels (Flood Map for Surface Water). The west of the site is also at risk of groundwater flooding at surface, and the site is in an area susceptible to groundwater flooding (50–75%). There is also a risk of reservoir flooding in the south-west of the site.
	<b>SHL183:</b>	61/74	The north-east corner of the site is located within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling). It is highlighted that the site boundary could be clipped to remove the part of the site within Flood Zones 2 and 3. This area of the site also has potential for reservoir flooding. There are areas at risk of surface water flooding throughout the site, 1-in-30 years and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface). In the northern central of the site there is potential for groundwater flooding, below ground, and it is noted that the site is in an area susceptible to groundwater flooding (25–50%). An ordinary watercourse runs through the site, and there is a main river, the River Hart, at the north-east boundary. Historic flooding is identified at the boundary of the site.
	<b>SHL185:</b>	64/74	The southern boundary including the narrow strip to the south of the site is located within Flood Zones 2 and 3 (treated as Flood Zone 3b due to lack of detailed modelling). It is highlighted that the site boundary could be clipped to remove the part of the site within Flood Zones 2 and 3. Much of this area to the south is also identified as being susceptible to surface water flooding, 1-in-30 years

			and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface). Throughout the site there is also a risk of groundwater flooding at the surface, and it is in an area susceptible to groundwater flooding (50–75%). The south of the site is further at risk of reservoir flooding, and there is an ordinary watercourse running through, and at the boundary of, the site.
	<b>SHL187:</b>	43/74	It is noted that an area running from the north-east to the southern boundary of the site is susceptible to surface water flooding, 1-in-30 years and lower risk levels (Updated Flood Map for Surface Water / Flood Map for Surface Water). It is also noted that much of the southern half of the site is susceptible to groundwater flooding at the surface, and that the site is in an area susceptible to groundwater flooding (50–75%). An ordinary watercourse also runs through the site.
	<b>SHL188:</b>	22/74	A large area of the site is at risk of groundwater flooding to basements, and it is noted that an area towards the southern part of the site is susceptible to groundwater flooding at the surface. Further, the site is in an area susceptible to groundwater flooding (50–75%).
	<b>Overall STR005:</b>	N/A	There are flood risks from different sources within each of the sites that comprise this strategic site, with varying significance. The southern and eastern areas of SHL124 have some potential for surface water flooding, and groundwater flooding at basement level. SHL133 has significant flood risks concentrated in the west, although it is thought that the boundary could be clipped to remove much of the area at risk. Groundwater flooding below ground to the north of SHL133 may still be an issue to be considered. SHL168 has significant flood risks throughout, including a large area within Flood Zones 2 and 3b. SHL182, 183 and 185 each have areas located within Flood Zones 2 and 3, but it is considered that the boundaries of these sites can be clipped to remove these areas. SHL133, 168, 182, 183, and 185 all have areas with potential for reservoir flooding. Onsite watercourses on this strategic site may also be a flood risk to be considered further when planning development proposals. Proposals on this strategic site should consider avoiding those areas most at risk, or alternatively, should apply suitable mitigation to adequately address the risk.
<b>OTHER POINTS</b>			
<b>Any other issues not covered by the above</b>	<b>Overhead Electricity Transmission cables:</b> At the west of the site, high-voltage overhead electricity transmission cables traverse the west of SHL133, the western tip of SHL185 and the centre of SHL188. Within each of these areas, steel frame pylons dominate landscape. At the east of the site, overhead power transmission lines traverse south to north across the centre of both SHL183 and SHL124, where again the large steel pylons dominate the landscape. It may be feasible and viable to underground these cables and, if so, their presence is unlikely to impact significantly on the ability to develop within the site. However, in the case of the west of the site, the other constraints impacting the parts of SHL133 and SHL185 affected by the overhead cables suggests that these sections would be unlikely to be transferred underground. Any sections which were transferred underground, both within the east and west of the site, would give rise to a strong positive impact on the landscape compared to the baseline position.		

	<p><b>Waste disposal sites:</b> There are no waste disposal sites within STR005, although the Beggar’s Corner and Scotland Farm historic landfill sites within SHL167 are adjacent to the north of STR005 (WEST) on the other side of the motorway.</p> <p><b>Water resources:</b>                  There are no Groundwater Source Protection Zones or licensed water abstraction points near the site.</p> <p><b>Agricultural Land:</b>                  The site is located on a mixture of Grade 3 and Grade 4 agricultural land, some of which may include ‘best and most versatile’ land. All the constituent SHLAA sites contain at least some Grade 3 agricultural land and therefore, the classification of land will need to be investigated if development is taken forward on any part of this strategic site.</p> <p><b>Air Quality:</b>                  There are not believed to be any Air Quality Management Areas near the site. The only obvious sources of potential air quality impacts are the M3 Motorway, which is adjacent to the entire north of the site and the Dignity Pet Crematorium located to the east of SHL187. Environment Agency data indicates that for 2013, the latest available data, the crematorium business had no breaches of its environmental permits.</p> <p><b>Minerals:</b>                  The Hampshire Minerals and Waste Plan Policies Map indicates that substantial parts of this site that may be subject to minerals safeguarding (for sharp sand and gravel). The main areas affected include: the north of SHL187; the south of SHL185; the west of SHL133; the southeast of SHL124 and the central north, southeast and far east of SHL183.</p>
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**TABLE 5 – VIABILITY AND DELIVERABILITY**

<b>Landowner / promoter comments</b>	<p>Each of the SHLAA sites included within this strategic site are understood from the site promoters to be potentially available within a 0-5 year period. However, the site is not being prompted as a single unit, with SHL124 and SHL183 being promoted as one unit and with no overall site promoter for the areas within STR005 (WEST). In relation to STR005 (EAST), Barratt Homes and Gallagher are understood to be confident that the development being promoted on land in which they have an interest (See Figure 2 above) could be taken forward in a viable way.</p>
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<p><b>Barriers and/or constraints that could harm viability</b></p>	<p>Parts of this large site are constrained, as set out in some detail within this assessment, and this would inevitably impact on how the site could be developed, and on the overall capacity of the site. In summary, the key issues identified include:</p> <ul style="list-style-type: none"> <li>• There are a range of infrastructure deficiencies within this area that could be exacerbated by the scale of development envisaged and these would need to be addressed by any development at this site. Significant additional wastewater treatment capacity would be required and at least one (and more likely two) primary schools will be required on-site, which would require both land and financial contributions or works to deliver;</li> <li>• Development of the site is also likely to require a new secondary school, although this may not need to be located within the site itself, but would require substantial financial contributions;</li> <li>• Significant on and off-site improvements would be required to the local road network;</li> <li>• There will be a need to address the impact of the development on the Thames Basin Heaths SPA, through the provision of additional SANGs capacity. As this would need to be provided on-site, it could reduce capacity and impact on scheme viability;</li> <li>• There are significant flood risks present within STR005 (WEST) and to a lesser extent within the east of SHL124 and the north of SHL183;</li> <li>• There are significant ecological constraints across large parts of the site, in particular the entire west and south of STR005 (WEST), the north of SHL187, the west of SHL124 and the south and far east of SHL183;</li> <li>• Development could cause a range of landscape and visual impacts, particularly within parts of STR005 (WEST) and within the portion of SHL124 north of the M3 and the south and southwest of SHL183, each of which may require significant mitigation works/landscaping, or require development to be avoided within these areas;</li> <li>• There are a wide range of potential heritage impacts of development, in particular at SHL168, SHL133, the south of SHL183 and the west of SHL124;</li> <li>• There are two narrow railway underbridges (Station Road and Pale Lane) that pose a significant constraint to access;</li> <li>• Major overhead power transmission lines traverse the western edge of STR005 (WEST) and the centre of STR005 (EAST);</li> <li>• The disconnected nature of the two parts of the site and the lack of any unity in the site promotion of the whole of STR005 pose significant problems in viability terms and may give rise to a range of land assembly and other legal and cost issues that could reduce overall viability.</li> </ul> <p>Overall, these constraints are not considered to be so significant as to represent an insurmountable barrier to the development of a strategic scale site or to undermine the viability of development at this site as a whole. Nevertheless, we consider the whole of STR005 (WEST) is likely to perform significantly worse than STR005 (EAST) in viability terms, due to the extent and range of constraints impacting that part of the site, in addition to the lack of any unified site promotion or comprehensive approach to land assembly. This does not mean that there are no areas within STR005 (WEST) are likely to prove suitable or viable and some smaller pockets within this may come forward for development over time. However, in our view there is the risk that strategic-scale development across the western half of STR005 is unlikely to work sufficiently from a viability perspective due to the extent of the potential costs and delays involved in overcoming the various constraints.</p>
<p><b>Positive viability factors</b></p>	<p>The site is greenfield land within the attractive countryside to the southeast of Hook and south of Hartley Wintney. The western and southern parts of this site in particular provide a highly attractive wooded and rural setting for any new development and provide the opportunity to integrate the development of a new settlement with the wider countryside, with excellent existing PROW links already</p>

	<p>in place.</p> <p>Subject to achieving suitable access and necessary improvements to the local network, the site could offer pedestrian, cycle and vehicular access to Winchfield Station, to Hartley Wintney and to Fleet. Reasonable access to the M3 via Junction 5 may be achievable, subject to resolving constraints in the local road network and any capacity issues on the B3349 and the junction itself.</p> <p>Given the opportunities inherent in strategic development to augment and enhance access to services and facilities, prospective occupiers would have reasonable or good access to a range of local services and facilities, which would be likely to include an on-site primary school and could potentially include a secondary school.</p> <p>It is considered that there is an opportunity to create a well-planned and high quality new settlement, potentially taking a ‘garden village’ approach, which would represent a desirable place to live and is likely to be popular with those wishing to rent or buy homes in this part of Hampshire.</p>	
<p><b>HDC CIL Viability Evidence (Oct 2014)</b></p>	<p><b>The high-level ‘viability score’ set out below uses a number of criteria which provide a simple basis on which to understand the relative potential viability performance of each of the sites tested. The criteria derive from the viability outcomes (for the purposes of setting CIL charges) as set out within the report prepared by Dixon Searle Partnership in October 2014.</b></p>	
	<p><b>Broad Location:</b></p> <ol style="list-style-type: none"> <li>1. Blackwater</li> <li>2. Yateley</li> <li>3. Fleet / Church Crookham / Hook &amp; Strategic</li> <li>4. Small Settlements / Rural Areas (&lt; 5km SPA)</li> <li>5. Small Settlements / Rural Areas (&gt; 5km SPA)</li> </ol>	<p>3</p>
	<p><b>Site type:</b></p> <ol style="list-style-type: none"> <li>1. Previously developed (within or outside settlement boundaries)</li> <li>2. Greenfield (within settlement boundaries)</li> <li>3. Greenfield (outside of settlement boundaries)</li> </ol>	<p>3</p>
	<p><b>Affordable Housing (assumed threshold of 15 dwellings):</b></p> <ol style="list-style-type: none"> <li>1. Yes (indicative capacity &gt;= 15 dwellings)</li> <li>2. No (indicative capacity &lt; 15 dwellings)</li> </ol>	<p>1</p>

	<p><b>TOTAL SCORE:</b> The total score is within the range of 3 to 10, with 3 representing the typically least viable sites and 10 representing the most viable in the context of Hart District.</p> <p><i>Note: This is provided as a simple high-level comparative guide only and it should not be assumed that sites with lower scores are unviable for residential development.</i></p>	7/10
<p><b>Overall conclusion on viability</b></p>	<p>The site is considered to represent a desirable place to live within the attractive countryside to the southeast of Hook and south of Hartley Wintney, which should be capable of providing a reasonable level of services for residents, with particularly good potential access to (new) schools and rail services. The site is of a scale large enough to provide opportunities to augment and enhance the levels of services currently available.</p> <p>The site's constraints will have the effect of significantly reducing the potential capacity, potentially putting strategic-scale development at STR005 (WEST) into question. However, some of these constraints also present opportunities to create a high quality scheme based around the well-planned integration of a new settlement with new and existing green infrastructure assets and the wider countryside.</p>	

**TABLE 6 – CAPACITY ASSESSMENT**

<p><b>Capacity calculation</b></p>	<p><b>Site size (gross) in hectares</b></p>	<p>TOTAL: 349.21 Ha STR005 (WEST): 143.3 Ha STR005 (EAST): 205.91 Ha</p>
	<p><b>Deductions in hectares</b></p>	<p>None (see below)</p>
	<p><b>Gross-to-net ratio applied (%)</b></p>	<p>STR005 (WEST): 20% (see below) STR005 (EAST): 45% (see below)</p>
	<p><b>Density assumption applied</b></p>	<p>STR005 (WEST): 20 dph (see below) STR005 (EAST): 35 dph (see below)</p>
	<p><b>Estimated housing capacity (net)</b></p>	<p>STR005 (WEST): 573 dwellings STR005 (EAST): 3,243 dwellings</p>
	<p><b>Adjustment for landowner/promoter, infrastructure or viability reasons</b></p>	<p>None. Whilst the site promoter of STR005 (EAST) has provided some initial estimates of housing capacity, this is for a site not entirely consistent with the boundaries we have assessed as STR005 and notably includes some SANG capacity on land outside of the STR005 site. Overall, we consider that the number of homes being promoted on this part of the site is broadly consistent with our own estimate of the level of housing that may be achievable, taking account of the differences in the area being promoted compared to the boundaries of STR005.</p>
	<p><b>FINAL CAPACITY ASSESSMENT</b></p>	<p><b>3,816 dwellings</b></p>

<b>Justification for density and capacity assumptions</b>	<p>If this site is taken forward as a strategic development, it is assumed that the intention will be to make the best use of the available land within the site, whilst taking full account of the various constraints to development and the need to maintain the overall character of the area within which the site is located and the need to avoid the physical or perceived coalescence of Hartley Wintney / Winchfield and Winchfield / Fleet / Elvetham Heath.</p> <p>We have not made any deduction to the total site area for STR005. It is noted that large parts of STR005 (WEST) are significantly constrained by flood risk and that various parts of the site include areas designated for nature conservation. Whilst these areas would not be appropriate for development, we consider that each may have a role to play in the provision of open space / SANGs and so we have taken this into account in the calculation of the gross-to-net area, rather than deducting the areas entirely.</p> <p>For sites of the scale being considered here, we have generally applied a gross-to-net ratio which would assume 60% of the potentially developable site area would be occupied by the residential elements of the development. It is considered that this assumption generally allows sufficient space to be retained to provide for access roads, meaningful areas of open space, SuDs, landscaping and some allowance for modest retail and community building/school development. For sites of this scale we have generally further reduced the gross-to-net ratio to 55% allow for the provision of additional SANG capacity on site. In this case however, we consider that a further significant reductions are justified for STR005. Whilst it is not possible at this early stage to be accurate about such ratios, our assessment has clearly indicated that for STR005 (WEST) the resulting capacity is likely to be significantly lower than for STR005 (EAST). However, even for the eastern site, a reduction from the benchmark assumption of 55% is required and appropriate. This has resulted in gross-to-net ratios of 20% for STR005 (WEST) and 45% for STR005 (EAST). The reasons, in summary, for these reductions are set out below:</p> <p><b>STR005 (WEST):</b></p> <ul style="list-style-type: none"><li>• The need to avoid any development within the parts of the site subject to significant flood risk;</li><li>• The need to avoid development within or near areas designated (or proposed for designation) for nature conservation or tree protection constraints (see above);</li><li>• The need to ensure that development is avoided in those parts of the site where it might give rise to significant landscape or visual harm;</li><li>• The need to avoid any significant harm to designated heritage assets;</li><li>• The need to reflect the physical constraints and potential local character impacts of significantly increasing vehicular access to SHL133; and</li><li>• Continuing uncertainty over site availability (for some areas) and the lack of any unified land assembly or site promotion approach;</li></ul> <p><b>STR005 (EAST):</b></p> <ul style="list-style-type: none"><li>• The need to avoid any development within the parts of the site subject to severe flood risk;</li><li>• The need to avoid development within or near areas designated (or proposed for designation) for nature conservation or tree protection constraints (see above);</li><li>• The need to ensure that development is avoided in those parts of the site where it might give rise to significant landscape or visual harm;</li></ul>
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	<ul style="list-style-type: none"> <li>• The need to avoid any significant harm to designated heritage assets;</li> <li>• The need to ensure that development does not lead to physical or perceived settlement coalescence between Hartley Wintney, Winchfield and Fleet/Elvetham Heath;</li> <li>• The potential for the site to incorporate new schools including a secondary school site; and</li> <li>• The potential for the site to incorporate some additional employment development areas and one or two local retail/service centres.</li> </ul> <p>In relation to average development density figures, as a starting point for strategic development, 30 dph is considered to represent a reasonable average residential density. This average figure takes into account the potential for development within some parts of the site, for example near to a proposed local centre or a transport hub, to achieve a higher density. In other parts of the site however, a sensitive transition into the countryside would be assumed, which would involve lower residential densities. Having considered both parts of the sites, based on the available information, we would draw the following conclusions in relation densities:</p> <p><b>STR005 (WEST):</b> This part of the site is more distant from Winchfield Station and the range of constraints present on the site suggest that development would be likely to come forward in smaller blocks, dispersed through the site with no clear or logical location for a 'local centre' or hub. This suggests to us that the development within this part of the site will need to be sensitive in terms of its relationship with the surrounding countryside and that development across the whole of this area will need to reflect the rural character of the surrounding areas. We therefore suggest that an average residential density of up to 20 dph may be more appropriate in this area.</p> <p><b>STR005 (EAST):</b> The presence of Winchfield Station is key to understanding the opportunities within this area and, in addition, the areas of SHL124 close to the Station are generally less constrained in terms of landscape and visual impact due to their being enclosed by the railway and motorway to the south and north respectively. These factors suggest to us that there may be an opportunity to develop some parts of SHL124, and possibly some parts of northwest SHL183, at relatively higher densities, potentially up to 40 or 45 dph. This will have the effect of allowing for a higher average residential density, taking into account the need for lower densities in the southern and eastern parts of STR005 (EAST). Overall, we consider that an average density of 35 dph would be a reasonable assumption at this stage.</p>
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<b>TABLE 7 – TRANSPORT AND ACCESS (WSP)</b>	
<b>TRACC Modelling (Public Transport Access)</b>	<p><b>Railway station:</b>  <b>STR005 (WEST):</b> Northern parts of the site range between 6 and 30 minutes' walk from Winchfield station. Southern parts of the site are more than 30 minutes' walk from Winchfield Station.  <b>STR005 (EAST):</b> Western parts of the site range between 0 and 30 minutes' walk from Winchfield station. Eastern and southern parts of the site are more than 30 minutes' walk from Winchfield Station.</p> <p><b>Town centres:</b>  <b>STR005 (WEST):</b> Northern parts range between 21 and 30 minutes (mixed walk and bus) from Hartley Wintney centre. Southern</p>

	<p>parts of the site are more than 30 minutes (mixed walk and bus) from Hartley Wintney centre.  <b>STR005 (EAST):</b> Western parts range between 11 and 30 minutes (mixed walk and bus) from Hartley Wintney centre. Southern and eastern parts of the site are more than 30 minutes (mixed walk and bus) from Hartley Wintney centre.</p>
<p><b>Comments on site access issues</b></p>	<p>None</p>
<p><b>Comments on local transport infrastructure capacity</b></p>	<p><b>Station Road / Odiham Road junction</b>                  High vehicular speeds were observed on Odiham Road, although it is considered that visibility is adequate. It would be advisable to consider reducing the speed limit to 40mph to provide safety benefits at the junction, and to provide a right-turn lane at the junction.</p> <p>Depending on the volume of traffic generated, further works may be required to provide an improved junction. Given the local topographical constraints of the immediate area, a roundabout may be inappropriate; however, it may be possible to provide a signalised junction to accommodate increased traffic movements and assist in managing vehicle speeds.</p> <p><b>Station Road and Taplin’s Farm Lane Railway Tunnel sections</b>                  If widening works are planned on links within the site, two railway underbridges provide width constraints. Forward visibility at the Station Road underbridge is very poor. These bridges should be taken into consideration within any masterplan, and consideration given to improved arrangements, such as traffic signals with shuttle working under the bridges or priority give way.</p> <p><b>Station Road / Taplin’s Farm Lane / The Hurst junction</b>                  This junction is an unsuitable design for a built-up area, and should be simplified within the masterplan to provide an improved layout. Whilst visibility is good, the arrangement could be confusing for drivers and therefore lead to potential safety issues with any intensification of use. Taplin’s Farm Lane should be widened to a minimum of 6m. This is likely to be possible using the existing grass verge, which is assumed to be within the highway boundary.</p> <p><b>A287 / B3016 T-junction</b>                  This junction is not within the site but will be an important connection for those travelling from the Winchfield sites accessing the M3 at junction 5. No capacity problems were observed under current traffic flows. However, an intensification of use may lead to safety issues due to the scale of the junction and the speed of traffic on the A287. Therefore, depending on the expected volume of traffic at the junction, consideration should be given to managing speeds at the junction or even signalisation to mitigate any potential safety issues.</p> <p><b>A323 / Church Lane T-junction and A323 / Vicarage Hill T-junction</b>                  No footways are present on Church Lane, and there is poor visibility when turning right onto the A323 from the easternmost spur of the junction, although it is not expected that traffic from the site would make this manoeuvre, as it would effectively be doubling back. Modelling should review whether there will be any increase in right turns at this junction, and if so, works should be undertaken to improve visibility.</p> <p><b>Access to the M3 Motorway:</b></p>

	It is considered that that a new junction between 4A and 5 would not be required for the level of development considered.
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<b>TABLE 8 – LANDSCAPE AND VISUAL IMPACT ASSESSMENT (LEPUS)</b>	
<b>Overall STR005</b>	
<b>Visual impact assessment</b>	Severe impact. This result is due to high level visual sensitivity and high magnitude of impact for the indicative housing capacity (5000 houses).
<b>Character impact assessment</b>	Severe impact. This result is due to high level landscape sensitivity and high magnitude of impact for the indicative housing capacity (5000 houses).
<b>Pre-mitigation Assessment summary</b>	<p>The site being assessed is a large split site, either side of Winchfield Station that stretches from the southern edge of Hartley Wintney in the north to the Basingstoke Canal in the south and from Odiham Wood in the west to Pale Lane in the east. The two halves of the site differ in landscape terms with the western half being characterised by the mosaic pattern of generally medium-sized fields interspersed by numerous wooded copses and heavily wooded field boundaries. This part of the site is south of the motorway and the only apparent intrusive feature is the overhead power line path that traverses the western edge of the site from north to south. Most of this part of the site could reasonable be characterised as attractive rolling countryside and the views can potentially be gained from the Odiham Road, from Bagwell Lane and from the Basingstoke Canal towpath in the south. The potential for new development within this area to negatively impact on landscape character is considered to be significant.</p> <p>The eastern half of the site much more open, except for the southern portion near to the Basingstoke Canal. The field structure is generally larger in this area and that land is flatter, with an increasingly close association to the River Hart Valley the further east you go. This area is very much dissected by the visually intrusive motorway, mainline railway and the overhead power lines that traverse north to south through the centre of the site. The countryside in this area is less attractive than the western part of the site, although its lack of current development and open nature means that significant development in this area has the potential to cause considerable harm to landscape character. If the site is taken forward, attention will be needed to the role that additional planting and landscaping can play in reducing this impact.</p>
<b>Mitigation</b>	High level intervention: Large scale comprehensive landscape masterplan required. Large scale green infrastructure assets are likely to include country park, green grid of access and wildlife corridors, new woodland and possibly wetland features.
<b>Residual Visual Impact Assessment</b>	Moderate impact.
<b>Residual Landscape Impact Assessment</b>	Moderate impact.

<b>TABLE 9 – ECOLOGY ASSESSMENT (HBIC)</b>	
<b>Phase 1 Ecological Assessment</b>	A Phase 1 Ecological Assessment was undertaken by HBIC during early to mid 2015 on parts of the site. See Figure 3 below:

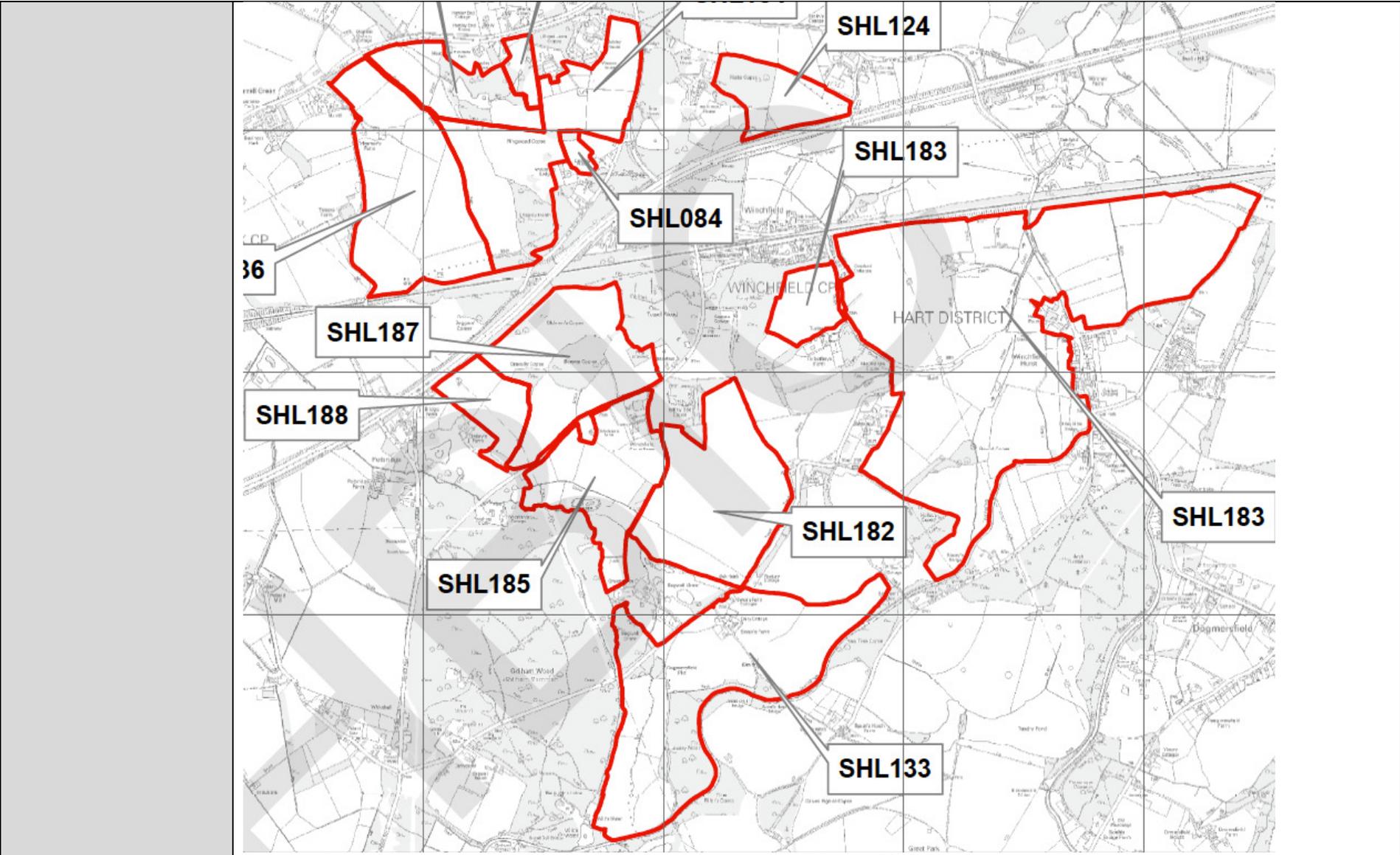


Figure 3: Areas included in the HBIC Phase 1 Ecological Assessment (February 2015)

The assessment did not therefore include the larger part of SHL124 south of the motorway or SHL168 to the west of SHL188. It is considered that, if these areas are to be included within any development proposal, they would also need to be appropriately assessed for their ecological and biodiversity significance.

In summary, the comments made in the report relating to each area assessed were as follows:

**SHL124 (North):** Mabs Copse is a stand of plantation and woodland. The area is seen on old maps and the site can be seen as ancient woodland and plantation on ancient woodland. Bluebell is abundant through much of the woodland. Despite a history of pheasant rearing and rhododendron planting, **the site qualifies as 1B SINC and will be proposed as such.** There are several mature to old oak trees within the eastern grassland area that offer fair wildlife value.

**SHL133:** Swann's Farm Rows comprises of a series of strips of woodland along the arable field boundaries. The strips are generally more than 5 metres wide, but are often lacking structural diversity and woodland flora. They are not of sufficient woodland interest to warrant recommendation as a SINC. However, they do provide a potentially valuable wildlife corridor through the countryside, more specifically linking Yew Tree Copse North SINC and Odiham Common with Bagwell Green and Shaw SSSI. The two ponds in the north of the site have some wildlife value as vegetated ponds. There are very close to a large pond habitat within the neighbouring Odiham Common with Bagwell Green and Shaw SSSI. Ditches with some vegetation also link the ponds to nearby designated sites.

**SHL182:** Winchfield Court Farm South is the most valuable area for wildlife within the site. The western half is marshy grassland with a fair species diversity and herb presence. It adds value to and from the adjacent Odiham Common with Bagwell Green and Shaw SSSI. It is also adjacent to similar habitat in Winchfield Court Farm Marsh to the west. **The western half will be proposed a SINC** as part of this series of semi-improved marshy fields. There is a hedge-with-trees between SHL182 and SHL185 which provides a potential valuable wildlife corridor between Odiham Common with Bagwell Green and Shaw SSSI and the nearby Withy Bed Copse SINC.

**SHL183:** Barley Mow Bridge Meadow is field which supports a fairly diverse, but overall improved grassland. It is adjacent to Basingstoke Canal SSSI and so gains value from this site. It is not diverse enough to be recommended as a SINC. Barley Mow Wood comprises two very small areas of woodland. Both appear to be old, with the western stand seeming to be ancient. They are also directly adjacent to the Basingstoke Canal SSSI. They are not large enough, or diverse enough to qualify as a SINC but do have value within the wider landscape as woodland habitat.

Winchfield Hurst Grassland South is a marshy valley which supports some semi-improved rush-pasture. There is also some improved grassland, scrub and a pond. The area represents a good wildlife habitat, especially considering its size and value as a wildlife corridor. **Most of the area will be recommended as a 5B SINC.**

Pale Lane Marsh is another shallow valley which supports marshy grassland. The sward here ranges from improved to semi-improved and is often dominated by lesser pond-sedge. The overall species composition and diversity **warrants the site being put forward as a potential SINC.**

Cranford Row is very small stand of possible ancient woodland. It is too small to qualify as a SINC. It does have value as an area of woodland in a predominantly arable landscape.

Tudor Farm Grassland is a strip of marshy grassland which is fairly diverse but improved. It is adjacent to a SINC woodland and gains value from this. It provides an area of fair quality semi-natural habitat which has value in a generally intensive agricultural landscape.

Vale Farm Fields is mostly improved grassland, but there are areas of more diverse marshy grassland. There is also a drain with good swamp vegetation. The overall species diversity is not sufficient to qualify the site as a SINC, but the field does provide a fair potential for wildlife value.

Pale Lane Field is a 6A SINC which was notified for the County Scarce small teasel (*Dipsacus pilosus*). This species was not found in the survey but may still be present. It is questionable that such a small population of a County Scarce species warrants SINC status. The SINC is found along a stream bank and is directly adjacent to Pale Lane Marsh. There is a mature woodland stand present and some open woodland habitat. The wildlife value of the habitat is fair, but not that of an ancient woodland.

Round Copse and Shaw SINC is an ancient woodland. It is adjacent to Hellets's Copse SINC. It has a species – rich ground flora and will continue to be classed as a 1A SINC.

At the south of the site, east of the minor watercourse, is an improved marshy grassland along a valley floor. It has value as part of a series of similar habitats that are found along the valley floors within SHL183. There is also potential for the area's wildlife value to be enhanced to that of the adjacent proposed SINC (Winchfield Hurst Grassland South).

At the south of the site is a very small area of semi-improved marsh. It may be an old overflow pool from the adjacent Basingstoke Canal SSSI. It is too small to be classed a SINC but represents an example of the kind of vegetation which could be encouraged to developed along the marshy valley floor within SHL183.

The watercourse running through the south of the site is a brook with some fair marsh and swamp vegetation present but also some mature trees and shrubs. It has potential as a wildlife corridor, especially as it links the proposed SINC Winchfield Hurst Grassland South to the Basingstoke Canal SSSI.

The south-eastern boundary (near to St Mary's Church) is most probably a strip of ancient woodland. However, it appears to have lost most of its woodland flora due to past grazing. It is now fenced and can be seen as both a wildlife corridor and a potentially more diverse stand of woodland. The potential is increased by its proximity to other ancient woodland SINC's.

Between Vale Farm cluster and Hurst Farm is a long area of scrubby lane with some associated ditches. For the most part the ditches are shaded and dry. However they do link up to more open and vegetated ditches to the north and south and represent a wildlife corridor with potential for enhancement.

	<p><b>SHL185:</b> Winchfield Court Farm Marsh is a series of fields running along the north-eastern edge of Odiham Common with Bagwell Green and Shaw SSSI. The fields range from improved and semi-improved and from dry to marshy. The wetter areas are the most diverse and represent a large and important area of rush-pasture habitat, especially when taken in conjunction with the adjacent SSSI. It also adds value to the similar area of marsh located in in SHL182 to the west (Winchfield Court Farm South). <b>This area will be proposed as a new 2B SINC.</b> There are numerous drains found within the rest of the site which feed into the Winchfield Court Farm Marsh. Some of these are deep and support marshy vegetation. They should be considered as potentially valuable habitats and wildlife corridors within an otherwise low quality habitat.</p> <p><b>SHL187:</b> Tossel Wood Pit is a stand of woodland which has grown over a clay pit. It has a fairly diverse woodland flora. The stand adds value to the adjacent Tossell Wood SINC but it is not old enough, nor diverse to be recommended for SINC status on its own merit. Bailey’s Farm Grassland is an area of grassland which ranges between improved and semi-improved. It does not support enough species indicative of unimproved grassland to be proposed as a SINC. However, its proximity to Odiham Common with Bagwell Green and Shaw SSSI adds value to the area. Taken in conjunction with the adjacent Bailey’s Farm Wood, this area can be seen as having a fair wildlife value within the surrounding countryside. There appears to be a tiny remnant of ancient woodland at the south-eastern boundary of the site. It itself it is too small to be recommended as a SINC, but see above comments on value in surrounding countryside. There is a veteran ash tree just outside the boundary at the north end of the site.</p> <p><b>SHL188:</b> Bailey’s Farm Wood (SU75315364) is a small stand of woodland which supports a fairly diverse ancient woodland flora. It is diverse enough in structure and floral diversity <b>to be proposed as a new SINC.</b> This recommendation also takes into account the added value from the adjacent Odiham Common with Bagwell Green and Shaw SSSI.</p>
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**TABLE 10 – SUSTAINABILITY APPRAISAL**

SA Objective	Score	Commentary	
SA1 To provide all residents with the opportunity to live in a decent home which meets their needs	+ + +	<b>Significant effects</b>	This site has the potential for very significant scale of housing delivery, including affordable housing, and offers scope to address the need for a range of housing types, sizes and tenures.
		<b>Mitigation</b>	
SA2 To protect and enhance the health and well-being of the population	+ + +	<b>Significant effects</b>	Development could provide new green infrastructure (including a SANG) and sports facilities, of benefit to both new and existing residents. New residents will have good access to the existing PROW network.
		<b>Mitigation</b>	

<b>SA3</b> To encourage increased engagement in cultural activity, leisure, and recreation across all sections of the community	++	<b>Significant effects</b>	Development would be of a scale sufficient to support a range of local services and facilities. With quality masterplanning, development and could deliver new places and spaces to support community engagement / cultural activity.
		<b>Mitigation</b>	
<b>SA4</b> To reduce inequality, poverty and social exclusion	0	<b>Significant effects</b>	
		<b>Mitigation</b>	
<b>SA5</b> To improve community safety by reducing crime and the fear of crime	0	<b>Significant effects</b>	
		<b>Mitigation</b>	
<b>SA6</b> To create and sustain vibrant and locally distinctive settlements and communities	+	<b>Significant effects</b>	Quality masterplanning could deliver a vibrant and distinctive new settlement. Development could help deliver new infrastructure (potentially including new schools, a SANG and improved public transport).  Potential negative effects are also significant: the scale of new development would transform the character of the existing communities at Winchfield / Winchfield Hurst; development would put pressure on rural roads, potentially leading to localised increases in air pollution and creating a barrier to pedestrian movements.
		<b>Mitigation</b>	Pressure on rural roads might be reduced if the development were provided with a purpose-engineered road network (fed from the B3016), operating independently of existing roads to the south and south-east.
<b>SA7</b> To protect and enhance the District's historic environment	---	<b>Significant effects</b>	The site contains several Grade II listed buildings whose significance could be harmed or lost through development: <ul style="list-style-type: none"> <li>• The farmhouses / former farmhouses at Bailey's Farm and <i>Chevertons</i>, to the west;</li> <li>• A group of farm buildings at Swan's farm, to the south; and</li> <li>• The barn at Vale Farm, to the east.</li> </ul> Development could harm the significance of several listed buildings around or adjacent to the site, by adversely affecting their settings:
		<b>Mitigation</b>	

			<ul style="list-style-type: none"> <li>• The Grade I listed Church of St. Mary;</li> <li>• The Grade II* listed Winchfield House; and</li> <li>• Several Grade II listed buildings, including 6 houses, a gate lodge, 2 former barns, a kiln, and 5 bridges over the Basingstoke Canal.</li> </ul> <p>Parts of the southern fringe of the site are within the Basingstoke Canal Conservation Area. The site contains one locally listed building (the Winchfield Inn), and areas of locally listed park and garden (parkland associated with Winchfield House). Small areas along the western fringe of the site are designated for their significant archaeological potential.</p>
		<b>Mitigation</b>	<p>Comprehensive heritage and historic landscape studies should inform development and landscape masterplans for the site. The listed buildings on site should be retained and sensitively integrated into new development. The use of setbacks, selective reduction of building heights, introduction of screening may help reduce harm to the settings of the listed buildings on the site boundaries.</p>
<b>SA8</b> To protect and enhance biodiversity		<b>Significant effects</b>	<p>Up to a third of the western half of the site is designated SINC / SSSI (<b>and further areas are recommended by HBIC for SINC status</b>). The site borders the Odiham Common with Bagwell Green and Shaw SSSI to the west, and the Basingstoke Canal SSSI to the south. Up to a third of the land between the western and eastern parts of the site is designated SINC. The eastern half of the site contains a system of watercourses draining areas of marshy grassland, <b>some of which are recommended by HBIC for SINC status</b>. The site is within 5km of the TBH SPA.</p> <p>The special interest of these areas could be harmed directly (through loss) or indirectly, in a variety of ways, including: a) the removal of hedgerows that the areas to one another and act as corridors for wildlife; b) increased use (or pressure for use) for amenity purposes by new residents; c) construction dust / noise; and d) light-spill from new development.</p> <p>(Effects identified under SA10 apply)</p>
		<b>Mitigation</b>	<p>On-site SINC / SSSI and areas proposed as SINC should be retained and enhanced, and development should be set back from nature sites on the site's boundaries. Hedgerows should be retained and enhanced. Protected species surveys will be required. Compensatory measures, such as habitat creation, may be necessary. On-site SANG will be needed to avoid additional pressure on the TBH SPA.</p> <p>A CEMP should be prepared and implemented as part of any development proposals, with emphasis on protecting on and off-site ecological interests.</p> <p>(Mitigation measures proposed under SA10 apply)</p>

<p><b>SA9</b> To protect and enhance the District's countryside and rural landscape</p>	<p style="text-align: center;">---</p>	<p><b>Significant effects</b></p> <p>Development would result in the loss of a large area of open countryside. The site is separated into two halves by a wedge of countryside, meaning that impact on openness is greater than it might otherwise be.</p> <p>Development would affect 7 PROWs (including the <i>Three Castles Path</i>) and the settings of multiple listed buildings. Further landscape harm is likely to result from the widening / improvement of local roads, and increased levels of traffic. Development would be visible from Dogmersfield Park and the grounds of Winchfield House.</p>
		<p><b>Mitigation</b></p> <p>Significant woodland, trees and hedgerows should be retained. The PROWs running across / around the site should be retained and enhanced. Eastern limits of the future developed area should be well screened. (Mitigation measures proposed under SA6 and SA7 apply)</p>
<p><b>SA10</b> To maintain and improve the water quality of the District's rivers and groundwaters and other water bodies</p>	<p style="text-align: center;">--</p>	<p><b>Significant effects</b></p> <p>There is a stream on the site's western boundary (that drains the adjacent SSSI, along with areas of marsh (on site) <b>that are recommended by HBIC for SINC status</b>). The eastern half of the site contains a system of watercourses (draining areas of marshy grassland, <b>some of which are recommended by HBIC for SINC status</b>). The Basingstoke Canal (an SSSI) forms the site's southern boundary. The site contains numerous ponds (including fishing ponds). Water quality could be affected during construction or through contamination from surface-water run-off.</p>
		<p><b>Mitigation</b></p> <p>Site drainage design should avoid harm to local waterbodies. A CEMP should be prepared and implemented as part of any development proposals.</p>
<p><b>SA11</b> To maintain and improve soil quality</p>	<p style="text-align: center;">-</p>	<p><b>Significant effects</b></p> <p>The site is located on a mixture of Grade 3 and Grade 4 agricultural land, some of which may include 'best and most versatile' land. All the constituent SHLAA sites contain at least some Grade 3 Agricultural land.</p> <p>Whilst no obvious evidence of contamination was identified when visiting the site, the farm building complexes and business units in the south of SHL124 would need to be assessed for potential contamination if the site is taken forward for development.</p>
		<p><b>Mitigation</b></p> <p>Further investigation is needed to establish the value of the site for agricultural uses.</p> <p>Investigation into potential contamination in the farm building complexes and the business units in the south of SHL124.</p>
<p><b>SA12</b> To reduce the emissions of greenhouse gases and manage the impacts of climate change</p>	<p style="text-align: center;">+</p>	<p><b>Significant effects</b></p> <p>Much of the road network surrounding and providing access to both parts of the site appears to have limited walking and cycling facilities, and may not be suitable for facilitating safe access to the site by these modes. This may therefore discourage walking and cycling to and from the site.</p> <p>The potential scale of development on the site provides opportunities for on-site services and facilities, which could reduce the need to travel. Existing bus service provision appears to be limited, but the scale of the development may present the opportunity to introduce new and improved bus services into the site. The site has the potential for good access to Winchfield Station. The site</p>

			<p>therefore has the potential to reduce the need to travel and encourage the use of sustainable travel modes and public transport to some extent. This could lead to a reduction in the emission of greenhouse gases and the improvement of air quality.</p>
		<p><b>Mitigation</b></p>	<p>Proposals for site layout and access on both parts of the site should encourage walking and cycling, including providing upgraded cycling integration with surrounding areas, to facilitate opportunities for sustainable travel. The opportunity to provide improved bus services to the site should also be considered. Further investigation into the potential need to improve Winchfield station and the rail network may need to be undertaken.</p>
<p><b>SA13</b> To reduce the risk of flooding and the resulting detriment to the local community, environment and economy</p>	<p>--</p>	<p><b>Significant effects</b></p>	<p>All of the sites included as part of this strategic site include areas with potential for surface water and groundwater flooding, of varying degrees of significance.</p> <p>With regards to STR005 (East), the southern and eastern areas of SHL124 have some potential for surface water flooding, and groundwater flooding at basement, but it is considered at relatively low risk of flooding. SHL183 has areas located within Flood Zones 2 and 3, but it is considered that the boundaries of these sites can be clipped to remove these areas. SHL183 also has areas at risk of reservoir flooding.</p> <p>For STR005 (West), SHL133 has significant flood risks concentrated in the west, although it is thought that the boundary could be clipped to remove much of the area at risk. Groundwater flooding below ground to the north of SHL133 may still be an issue to be considered. SHL168 has significant flood risks throughout, including a large area within Flood Zones 2 and 3. SHL182 and 185 each have areas located within Flood Zones 2 and 3, but it is considered that the boundaries of these sites can be clipped to remove these areas. SHL133, 168, 182, and 185 all have areas with potential for reservoir flooding.</p> <p>Onsite watercourses on this strategic site may also be a flood risk to be considered further when planning development proposals.</p> <p>Overall there are flood risks from different sources within each of the sites that comprise this strategic site. The significance of these flood risks vary, with STR005 (West) being more constrained by flood risk.</p> <p>With respect to foul drainage infrastructure, Hartley Wintney STW is currently considered to be inadequate for the scale of development proposed at STR005. The sewer network in the north-west of Fleet and Fleet STW, which may also serve parts of the development on this site, are believed to have no spare capacity for any increase in flows. It is considered there would need to be either a significant expansion of capacity at Hartley Wintney STW and/or Fleet STW, or a new STW, for any strategic site delivered at Winchfield, with associated sewage pipelines and other infrastructure.</p>

		<b>Mitigation</b>	<p>Proposals on this strategic site should consider avoiding those areas most at risk, or alternatively, should apply suitable mitigation to adequately address the risk. Consideration should be given to clipping the boundary of the site boundary to remove the parts of the site within Flood Zones 2 and 3.</p> <p>The presence of areas of flood risk throughout both the eastern and western parts of this site suggest that development on either part of the site should only be taken forward where a site FRA or drainage strategy indicates this is appropriate, including any required mitigation.</p> <p>If the site is taken forward for allocation within the Local Plan, developers should be required to (a) engage with Thames Water to explore how wastewater treatment infrastructure upgrades can be delivered; and (b) provide a detailed drainage strategy informing what distribution infrastructure is required, and where, when and how it will be delivered.</p>
<b>SA14</b> To increase energy efficiency, security and diversity of supply and the proportion of energy generated from renewable sources	++	<b>Significant effects</b>	Potential large scale strategic sites are likely to provide the best opportunities for the incorporation of renewable and low-carbon energy generation and transfer (e.g. heat networks).
		<b>Mitigation</b>	
<b>SA15</b> To promote the efficient use of land through the appropriate re-use of previously developed land	-	<b>Significant effects</b>	The site is located on a mixture of Grade 3 and Grade 4 agricultural land, some of which may include 'best and most versatile' land. All the constituent SHLAA sites contain at least some Grade 3 Agricultural land.
		<b>Mitigation</b>	Further investigation is needed to establish the value of the site for agricultural uses.
<b>SA16</b> To improve the efficiency of resource use and achieve sustainable resource management	-	<b>Significant effects</b>	Significant areas within the east of the site are indicated to contain deposits of sharp sand and gravel that are subject to the minerals safeguarding policy within the Hampshire Waste and Minerals Plan. There are further minerals safeguarding areas within the west of the site, although these are in locations that are unlikely to be developed due to flood risk or other constraints.
		<b>Mitigation</b>	Proposals for development of the site will need to take the presence of mineral resources into account, including through engagement with HCC over the over the need to extract minerals prior to development.
<b>SA17</b> To improve accessibility to all services and facilities		<b>Significant effects</b>	Accessibility to existing services and facilities is generally poor, although the potential scale of development provides the opportunity to deliver additional services and facilities. There is potential to provide a district centre, which could include a medium-sized supermarket to serve new development and the nearby area. A range of facilities such as shops and doctor's surgeries could also be provided, potentially at local centres. Services and facilities provided at Winchfield could reduce the need to travel and reduce journeys to other settlements for day-to-day needs.

	++		Accessibility to employment is reasonable, although it appears to be better from the eastern part of the site than the western part, due to the former being more accessible to Fleet. The construction phase would provide considerable local employment for many years. Some permanent employment would also be created in connection with new on-site services, retail and school(s) and with any additional employment floor space delivered. The local and accessible employment near to and provided by development at the site could reduce the need to travel.
		<b>Mitigation</b>	
<b>SA18</b> To improve efficiency of transport networks by enhancing the proportion of travel by sustainable modes and promoting policies which reduce the need to travel	++	<b>Significant effects</b>	As for SA12 above.
		<b>Mitigation</b>	As for SA12 above
<b>SA19</b> To maintain and improve opportunities for everyone to acquire the education and skills they need to find and remain in work	+	<b>Significant effects</b>	Accessibility to existing primary and secondary schools from the western part of the site is generally poor. Access to existing primary and secondary schools is generally better from the east (due to the number of schools located in Fleet and Dogmersfield), but is still relatively poor. Sufficient places would not be available in nearby schools without significant expansion.  The scale of development envisaged at STR005 could, however, potentially deliver several new primary schools, and possibly a secondary school (depending on the extent of the site that comes forward), all with the potential for easy access by new and existing residents.
		<b>Mitigation</b>	Contributions including land should be sought to ensure that educational facilities are provided to meet new residents' needs. On-site primary schools should be a feature of any future master plan for the site's development. An on or off site secondary school may be required (depending on the extent of the site taken forward).
<b>SA20</b> To maintain high and stable levels of employment and promote sustainable economic growth and competitiveness	++	<b>Significant effects</b>	The construction phase would provide considerable local and accessible employment over many years. The operational phase also has the potential to provide local and accessible employment through the development of new schools, shops and services.
		<b>Mitigation</b>	An assessment should be undertaken of the feasibility and viability of creating new employment opportunities as part of any new settlement, focused on increasing levels of 'self-containment'.
<b>SA21</b> To stimulate regeneration where		<b>Significant effects</b>	

appropriate and encourage urban renaissance	0	Mitigation	
<b>Sustainability Appraisal Summary</b>			
<p>This is a large (349.21ha) strategic site located centrally within Hart district. The indicative residential capacity of the site is considered to be 3,816 dwellings, at assumed densities of 20 per hectare in its western half, and 35 per hectare in its eastern half.</p> <p>The development of the site is expected to affect 10 of 21 objectives positively, with 8 affected negatively.</p> <p>There are two objectives against which development could have a major positive effect: SA1 (housing delivery) and SA2 (health and well-being), and a further five against which development could have moderate positive effects: SA3 (engagement in culture and active recreation), SA14 (energy generation and supply), SA17 (access to services), SA18 (efficiency of transport networks) and SA20 (employment). In addition, impact on settlement character, carbon emissions and educational opportunity are considered to be sustainability issues against which a positive performance is anticipated.</p> <p>There are three objectives against which development could have a major negative effect: SA7 (historic environment); SA8 (biodiversity) and SA9 (landscape), and a further two against which development could have moderate negative effects: SA10 (water quality) and SA13 (flood risk). In addition, impact on soil quality, efficiency of land use and mineral resources are considered to be sustainability issues against which a negative performance is anticipated.</p>			

<sup>1</sup> Winchfield Garden Community Vision Document – Barratt Homes, October 2014:

[http://www.hart.gov.uk/sites/default/files/4 The Council/Policies and published documents/Planning policy/140%20%20Winchfield%20Garden%20Community%20Vision%20Doc%20-%20compressed.pdf](http://www.hart.gov.uk/sites/default/files/4%20The%20Council/Policies%20and%20published%20documents/Planning%20policy/140%20%20Winchfield%20Garden%20Community%20Vision%20Doc%20-%20compressed.pdf)

<sup>2</sup> Hampshire School Place Planning Framework 2013-2018 Appendix 1: <http://www3.hants.gov.uk/education/schools/school-places.htm>

<sup>3</sup> Hart District Council Infrastructure Planning Evidence, 23rd June 2015 (unpublished)

<sup>4</sup> Winchfield Garden Community Vision Document, October 2014:

[http://www.hart.gov.uk/sites/default/files/4 The Council/Policies and published documents/Planning policy/140%20%20Winchfield%20Garden%20Community%20Vision%20Doc%20-%20compressed.pdf](http://www.hart.gov.uk/sites/default/files/4%20The%20Council/Policies%20and%20published%20documents/Planning%20policy/140%20%20Winchfield%20Garden%20Community%20Vision%20Doc%20-%20compressed.pdf)

<sup>5</sup> Hart and Rushmoor Retail, Leisure and Town Centres Study 2015 – Part 1 Development Needs:

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[https://www.hart.gov.uk/sites/default/files/4\\_The\\_Council/Policies\\_and\\_published\\_documents/Planning\\_policy/Retail%20Study\\_2015\\_Part%201%20FINAL.PDF](https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Retail%20Study_2015_Part%201%20FINAL.PDF)

<sup>6</sup> Hart Retail, Leisure and Town Centres Study 2015 – Part 2 Town Centres:

[http://www.hart.gov.uk/sites/default/files/4\\_The\\_Council/Policies\\_and\\_published\\_documents/Planning\\_policy/Retail%20Study\\_2015\\_Part%202%20FINAL.PDF](http://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Retail%20Study_2015_Part%202%20FINAL.PDF)

<sup>7</sup> Access Assessment of Strategic Sites – WSP, November 2015 (Unpublished)

<sup>8</sup> Housing Development Options Consultation Paper: Planning and Technical Response – Winchfield Garden Community:

[http://www.hart.gov.uk/sites/default/files/4\\_The\\_Council/Policies\\_and\\_published\\_documents/Planning\\_policy/140%20%20Winchfield%20GC%20Planning%20and%20Tech%20Reponse%20to%20HDC%20Hsg%20Options.pdf](http://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/140%20%20Winchfield%20GC%20Planning%20and%20Tech%20Reponse%20to%20HDC%20Hsg%20Options.pdf)

<sup>9</sup> Transport assessment Mitigation Corridor Report – WSP March 2013:

[https://www.hart.gov.uk/sites/default/files/4\\_The\\_Council/Policies\\_and\\_published\\_documents/Planning\\_policy/Transport\\_Assessment\\_Mitigation\\_Corridor\\_Study%20-%202013.pdf](https://www.hart.gov.uk/sites/default/files/4_The_Council/Policies_and_published_documents/Planning_policy/Transport_Assessment_Mitigation_Corridor_Study%20-%202013.pdf)

<sup>10</sup> Thames Water Email Comments – Hart Strategic Options and Foul Drainage Network, 20<sup>th</sup> August 2015