

Hart Infrastructure Delivery Plan

Part One

September 2026

Quality information

Prepared by	Checked by	Verified by	Approved by
AECOM Planning Team	Laurie Marriott Senior Planner	Ben Castell Director	Matthew Pell Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
001	July 2026	First Draft	PM	Laurie Marriott	Senior Planner
002	July 2026	Reviewed	PM	Laurie Marriott	Senior Planner
003	July 2026	Client Issue (draft)	PM	Laurie Marriott	Senior Planner
004	August 2026	Final Draft	PM	Laurie Marriott	Senior Planner
005	September 2026	Final	PM	Laurie Marriott	Senior Planner

Prepared for:

Hart District Council

Prepared by:

AECOM Infrastructure & Environment UK Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom

T: +44 (0)20 7061 7000
aecom.com

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1. Introduction

Context

- 1.1 AECOM has been commissioned by Hart District Council (HDC) to produce an Infrastructure Delivery Plan (IDP). The IDP is a high-level study of infrastructure provision and requirements across the Hart District, setting out baseline provision, issues, opportunities, requirements, funding and delivery implications at a sub area level and across the district as a whole. The preparation of the IDP will take place alongside the development of the emerging Hart District Local Plan (2026-2044).
- 1.2 This report presents **Part One** of a comprehensive IDP, which will establish a baseline of existing and committed infrastructure across the Borough.
 - **Part One (Baseline Report):** Builds on the previous IDP and related infrastructure evidence base work, reflecting updates to policy, demographics and development in Hart. It identifies the key infrastructure baseline, identifies issues and current planned for provision in a spatially informed evidence base. This is comprised of a baseline report, alongside an infrastructure delivery schedule, designed to identify existing planned infrastructure projects.
 - **Part Two (IDP Schedule Report):** Builds upon the Part One Report, providing updates to the baseline, as well as assessing future infrastructure requirements, based on growth proposed through the Local Plan. The Part Two IDP will provide information on costs, funding and delivery.
- 1.3 The main objectives of Part One of the IDP are to:
 - Provide a comprehensive understanding of the existing and committed infrastructure and potential associated issues and opportunities across Hart District;
 - Provide an accessible vehicle for engagement and consultation with stakeholders and wider partners.
- 1.4 The current version of the IDP is intended to support the early stages of preparation of the Hart District Local Plan (2026-2044). The early stage of the Plan preparation will propose a framework for future development in the Hart District.
- 1.5 At this stage of Plan-making, there are no details on the quantity or location of planned for growth. Once more views and evidence are gathered, the options for homes and jobs growth will evolve, and with them, an understanding of the level, type, and location of infrastructure needed to support that growth. Part One of the IDP will therefore also be updated and refined, based on engagement, new and updated evidence, and changes to the growth options.
- 1.6 Views will be gathered and taken into account when the next version of the Plan and Part Two IDP are drafted, after the consultation on proposed plan content and evidence has taken place and feedback has been considered.

- 1.7 One of the matters which the Secretary of State will examine when considering whether the Plan is “sound” (i.e. positively prepared, justified, effective, and consistent with national policy) is whether the Plan appropriately meets the areas’ needs in terms of homes and jobs and the infrastructure and facilities required to support them, and whether the Plan can be sustainably delivered, based on evidence such as the IDP.

Method

General approach

- 1.8 The study provides a baseline exercise and an analysis over the period 2026 to 2044, aligning with the Local Plan period.
- 1.9 The analysis considers the committed infrastructure and any identified requirements across three horizons:
- Short term (2026-2030): Immediate infrastructure requirements within the next 5 years;
 - Medium term (2030-2040): Emerging infrastructure requirements to 2041; and,
 - Longer term (2040 and beyond): Future infrastructure requirements at the end of the plan period and, where necessary, beyond the plan period.
- 1.10 The IDP aims to establish what infrastructure is needed, when, where, and how by:
- first taking into account the current baseline population and infrastructure, i.e. how many people live and work in Hart District at present and what infrastructure they have access to;
 - secondly considering what known infrastructure projects are already in the pipeline (planned for by the Council and other infrastructure providers);
 - then through consideration of projected increases in population (based on the proposed local plan growth in homes and jobs) and use of infrastructure modelling outputs or application of appropriate planning benchmarks, and engagement with the appropriate technical stakeholders, to establish additional infrastructure requirements; and
 - finally, identifying tangible infrastructure projects both for the district overall and broken down by IDP sub area where relevant and to establish associated project delivery details where possible (such as phasing, delivery parties, costs, and funding information).
- 1.11 As mentioned above, this Part One IDP will be covering the baseline issues and opportunities, and further growth specific and site-level analysis will be conducted at Part Two.

1.12 The following is covered through the report structure:

- Chapter one sets out the scope of the IDP and how it supports the Local Plan process;
- Chapter two sets out the development context of Hart;
- Chapter three sets out the infrastructure baseline and key infrastructure planning matters likely to arise;
- Chapter four provides an outline of the project schedule, identifying infrastructure projects across the district.
- Chapter five outlines the approach towards infrastructure prioritisation; and
- Chapter six sets out the next steps for Part Two of the IDP and Plan preparation.

1.13 It is worth noting that the IDP has certain limitations, which are common to all estimates and projections of infrastructure requirements. These include that:

- The quality and reliability of the IDP's outputs are dependent on its inputs, including information from parallel evidence, and information shared by the Council and its stakeholders, including on modelling of demand by other infrastructure providers, some of which have been more engaged and have shared more information and feedback than others.
- The best available evidence at the time of preparation (July 2026) was used to inform the Part One IDP. The Water Cycle Study and Playing Pitch Strategy are being prepared simultaneously alongside the IDP and hence were not available to inform this part of the IDP. Updates to include this information will be made for the Part Two IDP.
- Other evidence often uses different geographies (and subdivisions of the authority areas), making the comparison of information more difficult;
- All information is subject to change over time as other matters, such as infrastructure delivery and funding model changes (for instance, NHS commissioning being increasingly focused on raising operational efficiencies rather than on new capital projects).

Engagement

- 1.14 Engagement has been carried out with identified partners and infrastructure providers in the Hart area to inform the Part One IDP. Forty-seven different stakeholders were contacted as part of the engagement process.
- 1.15 For the engagement, a bespoke information request proforma was prepared and issued to stakeholders that detailed all the information that was required from them to enable the IDP infrastructure assessment to take place for those areas where additional research is required. This round of engagement took place between 11th and 26th May 2026. For some stakeholders, extended timeframes for response and engagement were facilitated due to specific circumstances.
- 1.16 The information request proforma which requested a response to a set of key questions which would support the drafting of the IDP (particularly chapter 3 of this report and the supporting infrastructure project schedule). The key questions were as follows:
1. What infrastructure or service do you manage / plan for within the Hart area?
 2. Can you list (or provide links to) any relevant documents, studies, strategies or plans that are available to give us further information on the planning of your infrastructure area?
 3. Are there any current capacity or coverage issues which should be taken into consideration?
 4. Please specify spatially where this is relevant.
 5. Can you share details of any existing projects or investments for infrastructure within the Hart Area?
 6. Can you comment on potential additional infrastructure requirements as a result of the future housing and economic growth being considered through the Local Plan to 2044?
- 1.17 The Plan is due to undergo consultation on proposed plan content and evidence in October 2026, marking the second formal consultation of the Plan-preparation period, seeking views on a draft vision, proposed spatial strategy and a summary of evidence gathered to date.
- 1.18 Further consultation will take place on the proposed Plan, where the Council will consult on the full draft Plan, marking its third and final formal consultation.

Infrastructure topics

1.19 The study covers the following infrastructure areas (Table 1-1).

Table 1-1: Infrastructure scope

Infrastructure Type	Infrastructure Sub-Type
Transport	Highways
	Rail
	Public Transport
	Active Modes
Utilities and Environment	Flood Risk Management
	Water Supply
	Wastewater Treatment
	Waste Management
	Electricity Distribution
	Gas Distribution
	Renewables
	Digital communications (mobile & broadband)
Education and Social Infrastructure	Early Years
	Primary Schools
	Secondary Schools
	Special Educational Needs (SEND)
	Further & Higher Education
	Community Centres
	Libraries
	Places of Worship
	Cemeteries
Healthcare & Emergency Services	Primary Healthcare
	Acute and Mental Healthcare
	Social Care
	Ambulance
	Fire and Rescue Services
	Police
Leisure and Green Infrastructure	Indoor Sports and Recreation
	Outdoor Sports and Recreation
	Formal Parks and Gardens
	Natural Green Space
	Allotments

IDP sub areas

- 1.20 The Hart IDP provides additional granularity to the understanding of the district's infrastructure by using sub areas. These have been developed with the District Council, by identifying sub-divided geographies based on the geography and spread of settlements and settlement types across the Hart District. The sub areas will be used to shape the understanding of existing provisions as well as future plans and requirements.
- 1.21 The following sub-areas have been used to structure analysis and reporting of the IDP, as shown in Figure 1-1: Hart District sub areas.:
- Blackwater and Yateley;
 - Fleet and Church Crookham;
 - Hook;
 - Rural North & Villages; and
 - Rural South & Villages.

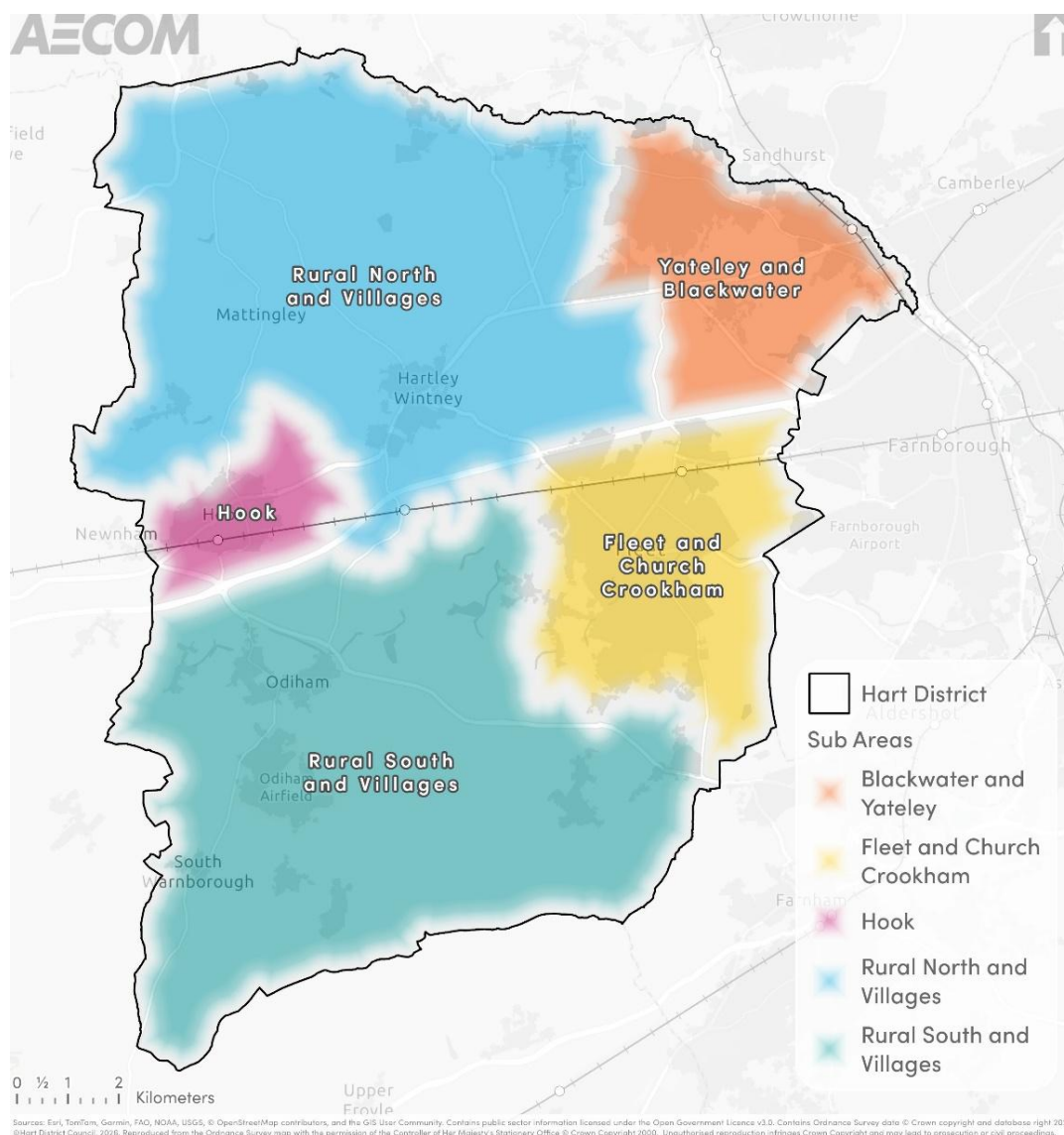


Figure 1-1: Hart District sub areas.

2. Context

Hart Area

- 2.1 This study covers the area of Hart District, located in the northeast of the County of Hampshire. Hart is a mainly rural district, with a large proportion of agricultural land. The district is bordered by the District Councils of Rushmoor, East Hampshire, and Basingstoke and Deane. Beyond Hampshire is the counties of Berkshire to the north and Surrey to the west.
- 2.2 Hart District Council has strong connections to London and the South Coast. The road connections include the M3 and A33 which run through the district. Hart District also has South Western Railway links running across its centre, providing access to the north, to London Waterloo and Farnham, and south/west, to Basingstoke and Southampton Central.
- 2.3 Hart District Council had a population of over 103,000 in 2024 (Nomis). The district Council was formed on 1 April 1974 under the Local Government Act 1972, as a merger of the urban district of Fleet, and the Hartley Wintney rural district.
- 2.4 Hart District's settlement hierarchy is structured around Fleet as the main settlement, with Yateley as the second largest town. Hook, Hartley Wintney, Odiham, and Blackwater & Hawley also act as significant supporting settlements. Smaller villages and hamlets are scattered throughout the district, often constrained by environmental factors and reliant on larger centres for key services. This hierarchy guides the spatial distribution of growth and helps maintain the district's unique rural and historic character.
- 2.5 Key employment across the district is largely focused in Fleet (including Church Crookham and Elvetham Heath) and in terms of functional connectivity and economic ties, the neighbouring authorities of, and constituent settlements in Rushmoor and Surrey Heath have been highlighted to be of importance.
- 2.6 The government announced in March 2026 that Hart, Basingstoke and Deane and Rushmoor Borough Councils would merge to form a unity authority for North Hampshire. Hart District Council and Hampshire County Council will continue to deliver services as normal until the new authorities formally takeover from 1st April 2028.

Policy and Regional Context

- 2.7 The National Planning Policy Framework (2025)², supported by the Planning Practice Guidance (PPG)³, place strong emphasis on the effective planning and coordinated delivery of infrastructure within the plan-making process. The expectations set out in the NPPF, alongside the detailed guidance provided in the Planning Practice Guidance, have shaped and informed the methodology and approach adopted in this Infrastructure Delivery Plan.

² NPPF (2025): [Accessible here](#)

³ PPG: [Accessible here](#)

National Planning Policy Framework

- 2.8 The NPPF (2024) is underpinned by the principle of delivering sustainable development. It highlights the essential role of the Local Plan in ensuring that infrastructure needs, including those generated by new development, are planned for effectively. It emphasises this in Paragraph 20, which states that:

“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for:

- a) homes (including affordable housing), employment, retail, leisure and other commercial development;*
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) community facilities (such as health, education and cultural infrastructure); and*
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”*

- 2.9 Specific references to infrastructure throughout the NPPF include:

- Chapter 6, Building a strong competitive economy – Paragraph 86:
“Planning policies should seek to address potential barriers to investment, such as inadequate infrastructure”
- Chapter 8, Promoting healthy and safe communities – Paragraph 101:
“To ensure faster delivery of other public service infrastructure such as health, blue light, library, adult education, university and criminal justice facilities, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted. Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development.”

- 2.10 The NPPF further highlights the importance of collaborative working between local authorities to support the delivery of new infrastructure. Paragraph 16 sets out that Local Plans should be *“shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees”*. In addition, Paragraph 26 explains that:

“Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether

development needs that cannot be met wholly within a particular plan area could be met elsewhere.”

- 2.11 The NPPF highlights the key role of the Local Plan in ensuring that essential infrastructure is delivered alongside growth. Paragraph 35, in particular, recognises the need to balance infrastructure obligations with the viability of development, noting that:

“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.”

- 2.12 The NPPF Paragraph 59 places strong emphasis on assessing viability during the plan making stage rather than relying on case by case evaluations at the planning application stage. Establishing viability early ensures that planning policies are realistic from the outset, and that the requirements placed on developers, such as contributions to infrastructure and affordable housing, do not undermine the deliverability or feasibility of development.
- 2.13 An update to the NPPF is forthcoming, with views sought on the revised version over Winter 2025/26. The draft NPPF proposes extensive structural, thematic, policy and decision-making updates. The Hart Local Plan is being prepared under the draft NPPF.

Devolution and Strategic Development Strategies (SDS)

- 2.14 The Government’s devolution reforms will introduce Strategic Development Strategies across mayoral strategic authority areas, including the proposed Hampshire and Solent region.
- 2.15 These strategies will provide a statutory framework for planning at a larger-than-local scale, aligning housing growth, employment land, transport investment, infrastructure provision and environmental priorities across multiple council areas.
- 2.16 For Hart, this means that future development requirements and strategic growth locations are likely to be influenced increasingly through a Hampshire-wide strategic planning process led by the new mayoral authority, with local plans expected to conform to the broader spatial vision and priorities established through the SDS.

Local Government Reorganisation

- 2.17 Alongside ongoing planning reforms, local government reorganisation will replace the current two-tier system of County and District Councils with larger Unitary Authorities.
- 2.18 As a District Council within Hampshire, Hart District Council is expected to be abolished as a separate authority, with its functions transferring to a new unitary council responsible for all local government services, including planning, housing, waste, highways and social care.

- 2.19 The Government's objective is to create simpler governance structures, reduce duplication and improve accountability. In practical terms, residents and developers in Hart would deal with a single unitary authority rather than both Hart District Council and Hampshire County Council, while strategic powers would sit above this level within the proposed Hampshire and Solent mayoral authority.

National Planning Practice Guidance

- 2.20 National Planning Practice Guidance builds on the policies set out in the NPPF and offers additional detailed advice to support the delivery of infrastructure.

- 2.21 Paragraph 059 of the guidance of Plan-making of the PPG states:

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.”

At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
- take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”

- 2.22 Paragraph 001 of the guidance on Viability states that:

“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).”

Other National Infrastructure Context

- 2.23 The government's 10-year infrastructure strategy⁴ was published in June 2025. The 'UK Infrastructure: A 10 Year Strategy' sets out a renewed, long-term approach to national investment, underpinned by at least £725 billion of government funding over the next decade. The Strategy is comprehensive, bringing together both economic and social infrastructure for the first time.
- 2.24 This funding certainty, as part of the new approach to infrastructure set out in this Strategy, will help government and industry plan further ahead, allowing

⁴ UK Infrastructure: A 10 Year Strategy: [Accessible here](#)

for more efficient delivery. This will also create opportunities to unlock other types of new investment into infrastructure, to maximise public investment.

- 2.25 Central to the strategy is the creation of the National Infrastructure and Service Transformation Authority (NISTA), which has been established to integrate infrastructure policy, strategy and delivery in the centre of government. NISTA is reforming wider processes to ensure delivery is more effective and to develop stronger partnerships with the private sector. It will also help in recommending infrastructure projects with the greatest growth impact.

Regional and Local Policy

- 2.26 Hampshire is a two-tier area which means development can contribute towards County Council and local authority delivered infrastructure.
- 2.27 Hampshire County Council has a Guidance on Planning Obligations and Developer Contributions (2024)⁵. This guidance is underpinned by national planning policy NPPF and Community Infrastructure Levy Regulations (2010). This ensures that infrastructure needs arising from development are identified and funded to support sustainable growth.
- 2.28 The adopted Hart Local Plan (Strategy and Sites) 2032⁶, Policy INF1 Infrastructure details that planning obligations are secured through Section 106 Agreements to provide necessary site related infrastructure requirements. Hart's CIL Charging schedule for off-site infrastructure is yet to be adopted, so, developer contributions are sought through planning obligations.
- 2.29 Hart District is preparing a new Local Plan under the new Local Plan System, this IDP will inform the infrastructure requirements associated with this emerging plan.

⁵ Hampshire County Council has a Guidance on Planning Obligations and Developer Contributions (2024): [Accessible here](#)

⁶ Hart Local Plan 2032: [Accessible here](#)

3. Infrastructure Assessment

Transport

Highways

Infrastructure Topic		Transport
Sub Topic		Highways
Infrastructure Delivery	Authority Wide	- Highways are the responsibility of two organisations – National Highways and Hampshire County Council (HCC). National Highways manages the Strategic Road Network (SRN), comprising motorways and significant A roads. HCC manages the remainder of the district's public highway network, including the Major Road Network (MRN) and Local Road Network (LRN). - National Highways' responsibilities for the Strategic Road Network are set out in DfT Circular 01/2022, alongside its Planning for the Strategic Road Network guidance, relevant Route Strategies, and the investment framework established through Road Investment Strategy 3 (RIS3) and associated Major Road Network (MRN) and Large Local Majors (LLM) programmes, as reflected in the Government's latest road funding announcements. - Hampshire's Local Transport Plan 2024 – 2050 (LTP) emphasises the need to apply a modal hierarchy when planning, designing and managing the transport network. It recognises that the relative priority of transport modes should reflect the function and character of each location – for example, giving greater precedence to pedestrians and cyclists in town centres and high streets, while strategic routes may prioritise motorised traffic. - Manual for Streets (DfT, 2007 and 2010) provides detailed national guidance on the design of residential streets and the integration of movement and place, promoting walkable neighbourhoods, safe street design and consideration of all users within highway environments. - Hampshire County Council's approach to highway asset management is set out in its Highway Maintenance Management Policy and Strategy, which establishes the principles for maintaining, managing and prioritising interventions across the highway network to support long-term resilience and serviceability. - The Fleet Transport Schemes Update (March 2023) identifies and prioritises local transport improvements in Fleet and Church Crookham, informed by stakeholder engagement and available developer contributions. It recommends eight schemes for further study, including pedestrian crossings, walking and cycling improvements, junction safety measures and improvements around Fleet Station. The schemes support the objectives of Hampshire County Council's Local Transport Plan, particularly promoting active travel and reducing car dependency, but are not currently committed or fully funded
Current Provision	Authority Wide	- The LRN is comprised of various A-class, B-class and unclassified roads. A key LRN route is the A30, which provides an east-west connection between Blackwater and Hook. The remainder of the LRN is predominantly formed of unclassified residential streets and rural lanes, which serve local traffic movements. - In terms of the MRN, the A287 provides a north-south corridor through the District, connecting settlements such as Hook, Odiham and Ewshot. The A33 briefly routes through the north-western corner of the district, near Heckfield, providing an important connection between

		Reading and Basingstoke. To the north-eastern boundary of the district, the A331 provides a further north-south route. - In terms of the SRN, the district is served by the M3 motorway, which routes east-west through the centre of the district. Eastbound, the M3 provides strategic connectivity towards Camberley and Virginia Water as well as the wider western London area, with onward access to the M25 London Orbital Motorway. Westbound, the M3 provides direct links to Basingstoke, Winchester and onwards to the South Coast, including Southampton. See a map of highways assets at A.1. - The section of the M3 that passes through the Hart District includes three main motorway junctions: - Junction 4A – Farnborough West / Fleet - Access to Fleet - Connects to the A327 - Close to MSA Fleet Services - Junction 5 – Hook - Access to Hook - Connects to the A287 and B3349 - Main junction for Hook and nearby villages - Junction 6 – Basingstoke - Just outside the Hart District boundary, but commonly used by residents in western Hart - Connects to the A339 - Main route into Basingstoke
Existing Issues / Opportunities	Authority Wide	- The North Hampshire Transport Model (NHTM) base year model 2019 highlights various sections of the highway network within Hart that experience network stress and delay. - Predominantly, areas of significant delay (60 seconds or more) occur on the approaches to major A roads in both the AM and PM peaks. Network stress, indicated by a volume over capacity (VOC) greater than 80%, largely occurs at junction approaches in both the AM and PM peaks.
<i>Blackwater and Yateley</i>		- AM and PM delay: no delays of 60 seconds or greater are observed within the Blackwater and Yateley sub-area. - AM and PM VOC: three junction approaches are identified as operating with elevated V/C ratios in both the AM and PM peak periods. These include: - The western arm to the B3272 / Cricket Hill Lane roundabout - The northern arm to the A30 / B3272 roundabout - The northern arm to the A30 / Cricket Hill Lane / A327 roundabout
<i>Fleet and Church Crookham</i>		- AM and PM delay: more sections of the road network experience notable delay in the PM peak compared to the AM. In the AM peak, an approximately 650m section of Ively Road adjacent to the Hartland Village development experiences delays of 1 minute 22 seconds. In the PM peak, delays on this section are slightly lower at 1 minute 7 seconds. Additionally, during the PM peak, a section of the A323 Reading Road at Reading Road South Bridge experiences delays of 1 minute 22 seconds. This may be attributable to the traffic signals located north of the bridge, at the junction with Aldershot Road. - AM and PM VOC: the most notable section identified as operating with elevated V/C levels during both the AM and PM peak periods is Ively Road, on the southbound approach to the roundabout with the A3223 Norris Hill Road. The southernmost section, closest to the roundabout, experiences the highest levels of network stress, with V/C ratios exceeding 100%.

Hook	• AM and PM delay: observed along Old School Road, between Newnham Road and the A30, in both the AM and PM peak periods. During the AM peak, delays are higher, reaching 1 min 36 seconds, compared to 1 minute 20 seconds in the PM peak. • AM and PM VOC: a section of the B3349 on the approach to the M3 Junction 5 roundabout is identified as operating with elevated V/C ratios. This section experiences slightly higher levels of network stress during the AM peak (90% VOC) compared to the PM peak (88% VOC).
Rural North and Villages	• AM delay: observed during the AM peak within the north-western section, particularly along the A33, B3349 and Welsh Lane • PM delay: delays persist within the same area, with impacts more specifically concentrated along the B3349 just south of Riseley. • AM and PM VOC: the B3349, between the A287 / B3349 roundabout and Whitewater Road / B3349 junction, is identified as operating with elevated levels of network stress. During the AM peak period, this stress is predominantly directional, affecting northbound movements. In contrast, during the PM peak period, elevated V/C ratios are observed in both directions, affecting both northbound and southbound traffic flows. • Several small sections within the vicinity of Odiham town centre are also identified as experiencing elevated levels of network stress. These appear to be more pronounced during the AM peak period.
Rural South and Villages	• AM and PM delay: no delays of 60 seconds or greater are observed within the Rural South and Villages sub-area. • AM and PM VOC: a section of the A33, extending along The Causeway to the Bramshill Road / B3011 junction, is identified as operating with elevated V/C ratios in both the AM and PM peak periods. In the PM peak, this section experiences a higher level of network stress with V/C ratios falling within the 90-100% range along its full extent. • An additional section in Eversley Cross, between the B3016 / B3272 junction and the B3272 / Fox Lane junction is also identified as operating with V/C ratios of around 81%.
Existing Planned Projects	Authority Wide Contains identified projects: • A30/A327 Cricket Hill Lane Roundabout Improvements: The scheme focuses on improving safety on the northbound approach to the A30/A327 Cricket Hill Roundabout. Proposed works are intended to reduce vehicle overrunning of the verge, improve lane discipline and enhance the operation of the roundabout approaches. Ground investigations and highway surveys have been completed to inform the detailed design and future implementation of the improvements. (Hampshire County Council) • Upper Street Junctions, Fleet: The scheme introduces a package of traffic-calming and road safety measures aimed at reducing through traffic and vehicle speeds within the residential streets around Upper Street. Measures include raised junction tables, turning restrictions and changes to junction layouts designed to create a safer environment for pedestrians and cyclists while discouraging unnecessary vehicle movements through the neighbourhood.
Infrastructure required to Support Growth	Authority Wide • What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
Blackwater and Yateley	• (To be populated in the Part Two IDP)
Fleet and Church Crookham	• (To be populated in the Part Two IDP)

<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	• Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.
Data / Document Sources		• Hampshire's Local Transport Plan 2024 – 2050 (February 2024), Hampshire County Council • DfT Circular 01/2022 – Strategic Road Network, Department for Transport • Road Investment Strategy 3 (RIS3), Department for Transport • Major Road Network (MRN) and Large Local Majors (LLM) Programme, Department for Transport • Manual for Streets (2007 and 2010), Department for Transport • Hampshire County Council Highway Maintenance Management Policy and Strategy, Hampshire County Council • Fleet transport schemes update - Decision Report (March 2023)
Associated Mapping		• A.1 shows a map of highway assets across Hart

Rail

Infrastructure Topic		Transport
Sub Topic		Rail
Infrastructure Delivery	Authority Wide	• Rail service provision in the UK is complex, involving multiple organisations. Governance and oversight are largely the responsibility of the public sector, with service specification undertaken by the Department for Transport (Dft) through National Rail Contracts (with some scope for local authority input), and regulatory oversight provided by the Office for Road and Rail (ORR). Network Rail, a public sector company, is responsible for producing strategies for the network and for infrastructure operation, maintenance and enhancement. A new public body, Great British Railways (GBR), is planned to be established (subject to legislation) to integrate the railways, with responsibility for its operation and planning and the setting of most fares and timetables. • Rail infrastructure includes tracks, rail stations, crossings, signalling bridges, tunnels and maintenance assets, which make up the rail network in Hart. Network Rail is responsible for owning, operating, maintaining and renewing this infrastructure. • Within Hart, three of the four rail stations and associated services are operated by South Western Railway (SWR), reflecting the district's location on the South West Main Line. SWR transferred into public ownership on 25th May 2025 and is now managed by the Department for Transport's Operator (DfT Operator Ltd) as part of the Government's rail reform programme. See map at A.2. • Blackwater railway station and associated services are operated by Great Western Rail (GWR), reflecting its location on the North Downs Line. GWR is due to be transferred into public ownership, with the transition commencing in 2025 and concluding late 2027. • At a strategic level, Network Rail (NR) produces strategic plans and route studies across five regions in England. Hart District falls within the Wessex area. According to NR, this is one of the busiest parts of the rail network, serving major commuter flows into London Waterloo. Peak-time capacity is identified as the primary challenge for the route, with significant on-train crowding for passengers. The CP7 Delivery Plan update: Year 2 update - Southern Region document highlights the 2024 – 2029 plan for the Wessex, Sussex and Kent routes. Key priorities for these regions are highlighted, including improving reliability, train performance, safety, and accessibility, as well as delivering planned maintenance and renewals. • At a regional level, Hampshire County Council's Local Transport Plan 4 (February 2024) identifies rail as a key component of the wider transport system, supporting a shift towards sustainable travel patterns. The Plan emphasises the importance of supporting the shift of freight from road to rail for environmental benefits, alongside improving journey time reliability on strategic rail freight routes to support the Hampshire economy. The plan also notes that greater support will be provided to bids that support inclusivity and accessibility, including more lifts or ramps at rail stations.
Current Provision	Authority Wide	• The South West Main Line routes east-west through Hart. Hook, Winchfield and Fleet railway stations are located on this line. These rail stations offer direct rail connectivity eastwards to London Waterloo, as well as westward towards Basingstoke, Portsmouth and Southampton. Changing trains at Basingstoke enables passengers to interchange onto services heading towards Exeter and Southampton.

		- The North Downs Line serves Blackwater Railway Station, located on the north-eastern boundary of Hart. The line provides direct connections to Reading, Guildford and Redhill. It also facilitates onward connections to services heading to London Paddington and Waterloo rail stations. - A.2 shows map of rail assets across Hart.
Existing Issues / Opportunities	Authority Wide	- The district is bisected by the mainline railway from Waterloo to Southampton, which enables good access to key employment areas (London, Basingstoke, Camberley, Farnborough and Southampton). - At a regional level, as noted in the Local Transport Plan, Hampshire is working with rail operators to improve interchange facilities and cycle storage at rail stations. - The County has also developed a (rail) Station Interchange Improvement Plan (July 2024), a county-wide strategy to improve accessibility, connectivity and overall passenger experience across 48 rail stations in Hampshire, by identifying tailored enhancements. Relevant improvements are highlighted in the respective sub-area sections below. - There are no rail stations within Hart District which is receiving or programmed to receive DfT Access for All funding which addresses the issues faced by disabled passengers and passengers facing mobility restraints at rail stations.
<i>Blackwater and Yateley</i>		- At Blackwater rail station, the Station Interchange Improvement Plan highlights the need for proportionate upgrades, such as improved access, signage and interchange facilities, while recognising their lower passenger numbers. - Blackwater rail station has some step-free access but no lifts.
<i>Fleet and Church Crookham</i>		- At Fleet rail station, the Rail station Interchange Improvement Plan emphasises the need to enhance interchange facilities, such as better pedestrian access, cycle parking and links to local bus services to support its role as a major commuter hub. - The Local Plan also highlights the need to improve connectivity to Fleet rail station, not only by car, but by sustainable transport modes (active travel and public transport) too. - Fleet rail station does have step-free access to all platforms
<i>Hook</i>		- At Hook rail station, the Station Interchange Improvement Plan identifies the need for improvements to accessibility and integration, ensuring safer and more convenient movement between rail, walking, cycling and drop off areas. - Hook rail station has some step-free access but no lifts.
<i>Rural North and Villages</i>		- At Winchfield rail station, the Station Interchange Improvement Plan highlights the need for proportionate upgrades, such as improved access, signage and interchange facilities, while recognising their lower passenger numbers. - Winchfield rail station has some step-free access but no lifts.
<i>Rural South and Villages</i>		- There are no rail stations within walkable distance in this sub-area. - Opportunities to improve bus services to other rail stations within or outside of the district.
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)

<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	• Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.
Data / Document Sources		• CP7 Delivery Plan update: Year 2 update (2026 / 2026) - Southern Region, Network Rail • Hampshire's Local Transport Plan 2024 – 2050 (February 2024), Hampshire County Council • Station Interchange Improvement Plan (July 2024), Hampshire County Council • Hart Local Plan (Strategy and Sites) 2032 (adopted April 2020), Hart District Council
Associated Mapping		• A.2 shows map of rail assets across Hart.

Public Transport (bus and other)

Infrastructure Topic		Transport
Sub Topic		Public Transport
Infrastructure Delivery	Authority Wide	- Predominantly, local bus services across the UK are provided by private operators. The role of HCC is to help support the provision of high-quality bus services and provide passenger information. - As shown in the figure below, Stagecoach South is the dominant bus operator within the Hart District. See map at A.3. - At a national level, various policies, including NPPF and Better Connected: A Strategy for Integrated Transport, prioritise sustainable modes of transport (active travel and bus services) and encourage better coordination between different transport modes. - At a regional level, Hampshire County Council set out a high-level vision for improving the Local Transport Authority's bus network within the Bus Service Improvement Plan (BSIP), including journey time and reliability targets and the strategy and plans to deliver them. - Hart District is covered by Hampshire's BSIP; however, the document does not identify specific schemes within the district. Instead, it adopts a county-wide approach that prioritises investment based on route type and network importance. As a result, improvements within Hart are likely to be delivered through enhancing inter-urban corridors and supporting rural and less commercially viable services.
Current Provision	Authority Wide	- As shown in the figure above, bus services within Hart largely provide east – west connectivity. Limited north – south connectivity is provided between Hartley Wintney and Farnham. - The key settlements within the district - such as Hook, Odiham, Hartley Wintney, South Warnborough and Fleet – are served by bus services. However, much of the district lacks adequate provision, likely due to its rural nature. - The figure at A.4 illustrates the frequency of bus services within the district, with darker lines indicating higher frequencies. The most frequent services operate between Hook and South Warnborough in the west and within Fleet in the east of the district.
Existing Issues / Opportunities	Authority Wide	- Poor north – south connections with no services providing routes in this direction. - Poor connectivity to smaller settlements in rural areas. - Hart District is covered by Hampshire's BSIP; however, the document does not identify specific schemes within the district. Instead, it adopts a county-wide approach that prioritises investment based on route type and network importance. As a result, improvements within Hart are likely to be delivered through enhancing inter-urban corridors and supporting rural and less commercially viable services. - The plan highlights six urban bus markets that account for the majority of bus journeys by residents of Hampshire, one of which is the Blackwater Valley and Fleet area.
<i>Blackwater and Yateley</i>		Bus connectivity is generally strong along east–west routes, including services running between Yateley and Aldershot and Farnborough; however, north–south connections remain limited.
<i>Fleet and Church Crookham</i>		Bus connectivity is generally strong with various routes available, including inter-urban services connecting Fleet with surrounding towns including Basingstoke, Farnborough and Reading, and a service linking Fleet station with Church Crookham
<i>Hook</i>		Bus connectivity is good along east–west routes; however, north–south connections remain limited.

<i>Rural North and Villages</i>		There is a general lack of bus services and opportunities to use the bus for either full or partial journeys.
<i>Rural South and Villages</i>		There is a general lack of bus services and opportunities to use the bus for either full or partial journeys.
Existing Planned Projects	Authority Wide	- None identified. - Whilst there are currently no committed bus schemes within Hart, the BSIP provides a county-wide programme of aspirational, funding-dependent bus improvements.
Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.
Data / Document Sources		- National Planning Policy Framework (NPPF) (December 2025), Ministry of Housing, Communities & Local Government - Better Connected: A Strategy for Integrated Transport (April 2026), Department for Transport - Hapshire Bus Service Improvement Plan (BSIP) (June 2024), Hampshire County Council
Associated Mapping		A.3 and A.4 show maps of public transport routes across Hart.

Active Modes

Infrastructure Topic		Transport
Sub Topic		Active Modes
Infrastructure Delivery	Authority Wide	- Active travel predominantly refers to walking and cycling but can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters as well as cycle sharing schemes. - Local authorities are responsible for planning and delivering active travel infrastructure. Although funding is often controlled by the national government, decision-making generally falls to HCC and then filters down to Hart District. - At a national level, Active Travel England is playing an increasingly influential role in advising on the provision of active mode infrastructure. - At a regional level, active travel is a key pillar within Hampshire County Council's Local Transport Plan 4 (February 2024). Within the medium term (up to 2030), the emphasis is on embedding a mode shift approach away from vehicles by delivering improvements to sustainable transport networks, including walking and cycling networks, to achieve traffic reduction. There is emphasis on ensuring the active travel initiatives proactively target vulnerable and disadvantaged groups. - At a local level, Hart District Local Cycling and Walking Infrastructure Plan (LCWIP) (July 2024) was developed to identify prioritised zones, routes and improvement measures that would enable more people to walk, cycle and access public transport due to the climate emergency declared by both Hampshire County Council and Hart District. The LCWIP identified 7 core walking zones, located in Fleet, Hook, Yateley and Odiham, and various cycle routes across the district, connecting to key towns. - The Fleet Transport Schemes Update (March 2023) identifies a number of potential active travel improvements in Fleet and Church Crookham, including new pedestrian crossings, improved walking and cycling routes along Hitches Lane, and enhanced walking and cycling links between Church Crookham and Calthorpe Park School. These schemes support Hampshire County Council's Local Transport Plan objectives to promote active travel and reduce reliance on private cars. The schemes have been identified for further study but are not currently committed or fully funded. - Gear Change: A Bold Vision for Cycling and Walking (2020) sets out the Government's strategy to make walking and cycling the preferred choice for short journeys through improvements to highway design and transport planning. The document promotes the reallocation of road space to active travel, the development of safe and continuous walking and cycling infrastructure, and the adoption of higher design standards for highways. It also emphasises that new developments should prioritise active travel through well-connected, accessible street networks, ensuring that highway infrastructure supports sustainable transport and reduces reliance on private vehicle
Current Provision	Authority Wide	Walking and cycling provision across the District is limited and discontinuous, as shown in A.5, obtained from FootpathMap⁷. The map shows detailed public rights of way across the UK.

⁷ [Map | FootPathMap.co.uk](https://www.footpathmap.co.uk)

		No sections of the National Cycle Network route through the district.
Existing Issues / Opportunities	Authority Wide	- Provision is constrained by severance caused by major roads, barriers to movement between settlements, and a lack of continuous footway and cycle routes suitable for everyday journeys. - To the east of the district, movements between Hart and Rushmoor are constrained by the presence of Ministry of Defence (MoD) land and Farnborough Airport, both of which limit opportunities for direct walking and cycling connections. To the west, journeys between Hook and Basingstoke are similarly constrained by the absence of dedicated walking and cycling provision along the A30 corridor, restricting safe and direct active travel connectivity between the settlements. - Several key roads, including A30, A287, B3013 and B3272, create severance between settlements. These high-speed carriageways lack dedicated cycling or walking provision. - The National Cycle Network does not route through the district. - The Hart District Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted by Hart District in March 2024 and Hampshire County Council in June 2024. - Within the LCWIP, various primary (bus, direct and main routes) and secondary (medium usage, local routes) are proposed, as well as a variety of walking zones. These are displayed in A.6. Predominantly, these proposals sit in the northeast and eastern sections of the district, surrounding Fleet and Yateley. - There are various planned interventions proposed to enhance active travel provision within the district.
<i>Blackwater and Yateley</i>		Within this sub-area, approximately three primary cycle routes and several secondary routes are proposed within the LCWIP, in addition to two distinct walking zones located along the B3272 Reading Road and around the A30, extending towards Blackwater Rail Station.
<i>Fleet and Church Crookham</i>		- The most coherent network is found within Elvetham Heath (Fleet), where a connected system of off-carriageway routes provides a higher-quality cycling environment. - The LCWIP proposes numerous route schemes within this area, which appears to host the majority of interventions—likely reflecting its higher population and greater potential to deliver benefits. Additionally, two separate core walking zones are proposed.
<i>Hook</i>		Within this sub-area, approximately three primary LCWIP routes are proposed, alongside a series of secondary routes and a single walking zone.
<i>Rural North and Villages</i>		Within this sub-area, the cycle schemes and a walking zone proposed in the LCWIP are predominantly concentrated around Hartley Wintney.
<i>Rural South and Villages</i>		In this sub-area, predominantly secondary routes are proposed. These are largely strategic, focusing on enhancing connectivity between key settlements, including South Warborough and Odiham, as well as links to Winchfield rail station.
Existing Planned Projects	Authority Wide	- Contains identified projects: - Hitches Lane Walking Improvements: The scheme forms part of a wider active travel corridor linking Elvetham Heath, Calthorpe Park School, Hart Leisure Centre and Church Crookham. - Phase 1 proposes a 3-metre-wide shared pedestrian and cycle route along Hitches Lane between Fleet

		Road/Elvetham Road roundabout and Dukes Mead, improving safety, comfort and accessibility for both pedestrians and cyclists. • A future Phase 2 would extend the route towards Church Crookham and Crookham Park, including improved crossing facilities and enhanced pedestrian priority at side roads. (Hampshire County Council) • Hart Green Grid – Cove Road: This project forms part of the wider Hart Green Grid initiative, which aims to improve walking and cycling connections between Fleet Pond, Hartland Country Park and Bramshot Country Park. • The scheme provides a new uncontrolled pedestrian crossing on the A3013 Cove Road, approximately 25 metres east of Southwood Lane, together with new footways linking Southwood Lane to an existing public right of way. Additional works include widened pavements, tactile paving, resurfacing, signage improvements and a reduced speed limit to improve pedestrian safety. (Hampshire County Council) • Reading Road South, Hart: The scheme improves pedestrian connectivity and safety along Reading Road South through the installation of two new zebra crossings near Velmead Road and Florence Road. • Additional upgrades include improved dropped-kerb crossing points at side roads, tactile paving and resurfaced footways. The improvements provide safer access to schools, bus stops and residential areas while supporting east-west movement across Fleet. One crossing has also been designed to allow future upgrade to a parallel crossing suitable for cyclists as part of the Hart LCWIP network. (Hampshire County Council) • NE Hook Footpath: The scheme will create a dedicated pedestrian link between emerging residential development areas in North Hook, providing direct access to local services, shops and community facilities. The route is intended to reduce the need for short car trips, improve connectivity for new residents and support sustainable travel within the settlement. • Tweseldown Road and Beacon Hill Road Junction Improvements: The scheme seeks to improve safety and accessibility at this key junction through upgraded pedestrian crossing facilities and measures to support cyclists. The improvements are intended to make it easier to reach nearby bus stops, local shops and community facilities, while reducing barriers to walking and cycling created by traffic volumes and road layout. • Sandy Lane Crossing, Church Crookham: The scheme delivers a formal crossing facility on Sandy Lane to improve safety for children and families travelling to and from nearby schools. The crossing provides a safer point to cross a busy road, helping to encourage walking for school journeys while reducing reliance on car drop-offs. The scheme also improves accessibility for other pedestrians using the route throughout the day.
Infrastructure required to Support Growth	Authority Wide	• What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? • (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)

<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	• Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.
Data / Document Sources		• Hampshire's Local Transport Plan 2024 – 2050 (February 2024), Hampshire County Council • Hart District Local Cycling and Walking Infrastructure Plan (July 2024), Hart District Council and Hampshire County Council • Gear Change – a bold vision for cycling and walking (July 2020), Department for Transport • Fleet transport schemes update - Decision Report (March 2023)
Associated Mapping		• A.5 shows map of walking and cycling provision across Hart. • A.6 shows map of active travel assets across Hart.

Utilities and Environment

Flood Risk Management

Infrastructure Topic		Utilities and Environment
Sub Topic		Flood Risk Management
Infrastructure Delivery	Authority Wide	• The Environment Agency provides a strategic overview of flood risk from all sources of flooding across Hart District. They are responsible for managing flood risk from Main Rivers, including the delivery, inspection and maintenance of flood alleviation infrastructure. Additionally, the Environment Agency enforces the Reservoirs Act 1975 which requires reservoirs to be inspected and maintained to an appropriate standard. • Ensuring regulatory compliance with the Flood and Water Management Act 2010, Hampshire County Council, in their role as Lead Local Flood Authority (LLFA), are responsible for developing, maintaining, applying and monitoring a strategy for flood risk management, including flood risk from surface runoff, groundwater and ordinary watercourses. Working closely with the Environment Agency, Hampshire County Council is responsible for managing local flood risk from surface water, groundwater and Ordinary Watercourses. • Thames Water, South East Water and Portsmouth Water are responsible for managing their own infrastructure to reduce flood risk from both water supply and sewerage (foul and surface water) networks within the district. Thames Water is responsible for wastewater treatment and sewerage infrastructure within its operational area of Hart District, while South East Water and Portsmouth Water are responsible for potable water supply infrastructure across different parts of the district. • Basingstoke Canal Authority are responsible for managing the Basingstoke and Deane Canal which runs through Hart. • National Highways is responsible for managing the effective drainage of surface water from motorways and major A roads, as well as maintaining drainage systems across the strategic road network. • The Highways Authority (Hampshire County Council) is responsible for maintaining and managing drainage on non-trunk roads (excluding private roads). • Riparian landowners are those who own land or property adjacent to a natural watercourse such as a river, brook, stream or ditch. Riparian landowners have certain rights, duties and responsibilities which they are legally obliged to fulfil. These responsibilities also apply to local authorities where they are the landowner. The aim of these responsibilities is to help manage flood risk and protect the environment. Further information on the role of riparian landowners can be found in the Environment Agency document, Living on the Edge. • The National Planning Policy Framework (NPPF) (December 2024) requires local plans to direct development away from areas of highest flood risk through the Sequential and Exception Tests, supported by site-specific flood risk assessments and sustainable drainage measures. It should be noted that the Government is currently consulting on revisions to the NPPF. • Private developers are responsible for delivering Sustainable Drainage Systems (SuDS) within developments to manage surface water runoff and reduce flood risk. Any SuDS should be implemented in line with the National Standards for SuDS (2025).

		• Schedule 3 of the Flood and Water Management Act 2010 would establish a framework for the adoption of SuDS, but it is not currently enacted in England. If enacted, local authorities would be designated as the Sustainable Drainage Approval Body (SAB), responsible for checking compliance and approving the use of such systems. The previous government were consulting on the enactment of Schedule 3; however, following the change in government, this process is currently on pause. • January and March 2025 saw the update to the National Flood Risk Assessment (NaFRA2), which improves on the first iteration. The mapping outputs are driven by updated hydrology, greater granularity and enhanced resolution. As a result, there is an increased number of areas now considered to be at risk of flooding from Main Rivers. Statistics now show that although the total number of properties at risk remain stable there is an 88% increase in the number of properties in England now classified to have a high chance of flooding from rivers or sea. The new mapping also shows there to be a 43% increase in the number of properties in England at risk of surface water flooding. In May 2026, the Environment Agency published updated surface water extents and depths on the Flood Map for Planning. These changes are likely to influence a developments location, design and planning decisions. • The National Flood and Coastal Erosion Risk Management (FCERM) Strategy for England outlines a comprehensive approach to managing flood and coastal erosion risks. Two clear goals from this are to make more England more resilient to flooding by 2100 and to help people and wildlife adapt to climate change impacts, including flooding and sea level rise. The strategy encourages fostering a more collaborative partnership between the government local authorities, businesses and communities. Between now and 2030 the Risk Management Authorities (RMA's) will make greater use of funding and financing from non-public sector sources to contribute to the investment needs of flood and coastal resilience.
Current Provision	Authority Wide	• Hart District covers approximately 215 km² in north-east Hampshire and lies within the Thames River Basin District. The district is drained by several watercourses, including the River Whitewater, River Hart, River Blackwater and their tributaries, which form part of the wider Thames catchment. • According to the Environment Agency's Asset Information Management System (AIMS) database, there are no flood defences present across the district. • The most recent SFRA available for Hart District was produced in 2016. An updated SFRA is currently being produced to reflect the most recent flood risk information. More information on current provision of flood risk infrastructure will be included if additional information becomes available when the SFRA work is complete.
Existing Issues / Opportunities	Authority Wide	• The majority of Hart District lies within Flood Zone 1. Areas of Flood Zones 2 and 3 are primarily concentrated along the River Hart, River Whitewater, River Blackwater and their tributaries. • In addition, surface water flooding is an increasingly significant source of flood risk, particularly within urban areas where extensive areas of hardstanding can reduce infiltration and increase runoff rates. • The most recent SFRA available for Hart District was produced in 2016. An updated SFRA is currently being produced to reflect the most recent flood risk information. More information on existing issues and opportunities is expected to be available once this work is complete.
<i>Blackwater and Yateley</i>		• See 'Authority Wide'
<i>Fleet and Church Crookham</i>		• See 'Authority Wide'

<i>Hook</i>		• See 'Authority Wide'
<i>Rural North and Villages</i>		• See 'Authority Wide'
<i>Rural South and Villages</i>		• See 'Authority Wide'
Existing Planned Projects	Authority Wide	• After consulting with Hampshire County Council, they have stated that they are currently in the process of creating flood risk action plans. These will identify potential works (subject to further assessment). However, they are not yet available.
Infrastructure required to Support Growth	Authority Wide	• What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	• The most recent SFRA available for Hart District was produced in 2016. An updated SFRA is currently being produced to reflect the most recent flood risk information. More information on the provision of existing infrastructure is expected to be available once this work is complete.
Data / Document Sources		• Flood Map for Planning (2026), Environment Agency • AIMS Spatial Flood Defences (2025), Environment Agency • National Assessment of Flood and Coastal Erosion Risk in England (2025), Environment Agency • National Flood and Coastal Erosion Risk Management Strategy for England (2022), Environment Agency • Hart District Council Strategic Flood Risk Assessment (2016), Hart District Council • Living on the Edge (2007), Environment Agency • National Standards for Sustainable Drainage Systems (2025), DEFRA
Associated Mapping		• A.7 shows Flood risk from main rivers and seas (flood zones 2 and 3) • A.8 shows Surface water flood risk map

Water Supply

Infrastructure Topic		Utilities
Sub Topic		Water Supply
Infrastructure Delivery	Authority Wide	- Public water supply in the Hart District is the responsibility of South East Water Limited (SEWL). - Water suppliers have a duty to maintain the security of water supplies and to produce a Water Resources Management Plan (WRMP) every five years. They also are required to work with the government, the Environment Agency (EA) and consumer organisations in a consultation process known as the Price Review (PR). - The latest SEWL WRMP covering the period 2025 – 2075 was published in October 2024. - SEWL submitted their draft Price Review (PR24) to the water regulator Ofwat in 2023. In turn, Ofwat completed their Final Determination in December 2024. In February 2026, SEWL asked Ofwat to refer their Final Determination of the PR24 to the Competition and Markets Authority for a redetermination. Once agreed, the document will determine how much money SEWL have available to spend between 2025 and 2030, termed Asset Management Plan 8 (AMP8). - The EA produce Abstraction Licensing Strategies (ALS) as part of their Catchment Abstraction Management Strategies (CAMS). The ALS sets out whether there is capacity for additional abstraction from rivers or aquifers within the study area and categorise water available for licensed abstraction whilst ensuring a minimum flow for the watercourse to achieve good status under the Water Directive Framework (WFD). The district falls within the Lodden ALS, which covers an approximate area of 700km². - The Government's 25-year Environmental plan (published in January 2018) outlines long-term goals for improving the environment, culminating in key targets for the year 2042. One of the main goals includes the achievement of clean and plentiful water. There are two objectives pertinent to water supply: - Firstly, the reduction in the damaging abstraction of water from rivers and groundwater, ensuring there is enough water to support environmental standards. - Secondly, supporting Ofwat's ambitions in minimising the amount of water lost by leakage. - The National Framework for Water Resources (2025) identifies the long-term water needs for England, both nationally and within regional WRZs. Each regional group must produce a single plan that sets out the best options to provide the best value for customers, society and the environment. The plans must include the following: - Provisions for up to a 1 in 500 annual exceedance probability drought event. - Sustainable abstraction regimes to deliver greater environmental improvement. - Long term reductions in water usage to 110 litres per person per day by 2050, as well as reductions in non-household demand. - Reduction of leakage of 50% by 2050. - Reduced use of drought permits and orders. - Increased water supplies, including reservoirs, water reuse schemes, desalination plants, shared resources with other sectors, and catchment management. - Opportunities for water transfer, within and between regions, at all scales.

		- Establishing an environmental destination clarifying the requirement to reduce current abstractions by 2050 to meet good status. - The Water Abstraction Plan (2021) sets out how the Government plans to reform water abstraction management to protect the environment and improve access to water. The EA are the regulatory driver behind this and will: - Use the Water Industry National Environmental Programme (WINEP) to make sure water companies take a leading role in addressing unsustainable abstraction. - Review and adjust as necessary more than half of time limited licences to protect the environment now and in future. - Adjust all permanent licenses shown to be seriously damaging. - Revoke unused licenses. - Regulate all significant abstractions that have been exempt historically - Update all abstraction license strategies by 2027, capturing agreed solutions to environmental pressures. - The Environment Act (2021) is a comprehensive piece of legislation in the UK aimed at protecting and enhancing the natural environment. The Act includes provisions to ensure clean and plentiful water for all and introduces measures to reduce demand for water. The Act enables the revocation or variation of permanent abstraction licences where the change is necessary to protect the environment or where the licence is consistently underused; this may affect water available to service proposed growth. - In 2023 the Department for Environment, Food & Rural Affairs (Defra) launched the Integrated Plan for Delivering Clean and Plentiful Water which aims to transform the management of the water system, clean up the water environment, and create a sustainable supply of water. Some of the key aims of this plan are to improve the overall management of water resources to ensure efficiency and sustainability and to ensure a reliable and sustainable supply of water for future generations. It outlines key actions which include an increase in investment in water infrastructure and technology focusing on the challenges posed by climate change, population growth and aging infrastructure. - Recent changes to the Planning and Infrastructure Act aim to half the statutory pre-consultation period for major infrastructure projects in order to accelerate national growth. This will benefit current and future large water supply infrastructure schemes.
Current Provision	Authority Wide	- SEWL supply 543 million litres of water to 2.3 million people. To do so, they draw from a network of more than 250 boreholes, six rivers and six reservoirs. The district of Hart is a part of SEWL's Western Region, which is geographically separate from its other regions. - SEWL divides its operational supply area into eight individual water resource zones (WRZ) for water resources planning and investment purposes. A WRZ describes an area within which the abstraction and distribution of water to meet demand is largely self-contained and all customers experience the same risk of supply failure and the same level of service. SEWL undertakes the WRMP planning process for each WRZ to ensure the provision of a secure supply of water to customers in that zone. - The district of Hart is split between two WRZs. The majority of the district falls under WRZ4; this is split further into WRZ4-E Bracknell, which covers the northeast of the district, and WRZ4-W Basingstoke, which covers the west of the district. The southeast of the district falls under WRZ5 Farnham.
Existing Issues /	Authority Wide	The WRMP identifies a baseline deficit of water supply over demand (with target headroom) within SEWL's Western Region over the plan

Opportunities

period. To address this, the WRMP provides for investment in measures to restore security of supply. The investment involves a significant programme of demand management and the development of new sources of supply.

- SEWL's WRMP24 focuses on three key scenarios:
 - Normal Year Annual Average (NYAA) - the average water demand during a normal year
 - Dry Year Annual Average (DYAA) – the average water demand during a dry year, which is a year with below-average rainfall that can lead to increased water usage and stress on water resources
 - Dry Year Critical Period (DYCP) – the period during a dry year when water demand is at its highest and water resources are most stressed
- The WRMP has adopted a multi-tier approach to supply-demand and has projected 9 potential trajectories which consider a number of uncertainties over the planning period and beyond. In their supply-demand assessment of the Western Region, SEWL outline the projected supply-demand balance over situations 1 (worst case), 4 (preferred pathway) and 9 (best case) for the DYAA 1 in 500-year scenario.
 - Within the situation 1, there will be a supply-demand deficit of -14 MI/d by 2040. Without intervention, this deficit increases to -21 and -34 MI/d by 2050 and 2075 respectively.
 - Within the situation 4, there will be a supply-demand deficit of -16 MI/d by 2040. Without intervention, this deficit increases to -23 and -30 MI/d by 2050 and 2075 respectively.
 - Within the situation 9, there will be a supply-demand surplus of 33 MI/d by 2040. Without intervention, this surplus decreases to 26 and 23 MI/d by 2050 and 2075 respectively.

Table - Western region supply-demand balance: One in 500 Dry Year Annual Average

MI/d	2025/26	2030/31	2035/36	2040/41	2045/46	2050/51	2060/61	2075/76
Situation 1 (worst case)	41.76	27.04	22.94	-13.78	-17.64	-20.99	-25.65	-34.07
Situation 4 (preferred pathway)	41.76	27.04	22.94	-16.25	-19.82	-23.10	-25.11	-29.64
Situation 9 (best case)	41.76	27.04	42.11	33.16	29.26	26.05	25.42	23.46

- Water Resources South East's (WRSE) Regional Water Resources Plan for South Eastern England (which covers the whole of the SEWL region) estimates that by 2075 there will be a public water supply shortage of around 2.7 billion litres of water per day, equal to around a third of the predicted future need. The main causes are population growth, climate change and the need to restore, protect and enhance the natural environment. Having to supply more people and growth, but with the overall amount of water available from existing sources reducing in the region by 2050, the WRMP and WRSE's regional plan for South Eastern England explain how the deficits will be met through a combination of reducing water demand, tackling leakage (reducing leakage by 20% by 2027; by 30% by 2032; and by 50% by 2050), and water companies investing in new sources of supply.
- In response to an information request for this IDP, SEWL stated that there are significant concerns and risks relating to the availability of water supply for both existing customers and new developments within the WRZ4-W Basingstoke zone due to:

		• Delayed progress of new necessary infrastructure to transfer water from Maidenhead towards Basingstoke to relieve pressure on the water abstraction at Itchel and Greywell. • The Termination of their abstraction licence by the Environment Agency at Greywell Fen (SSSI) due to environmental impacts. This is currently being appealed by SEWL and abstraction is allowed to continue until the Planning Inspectorate makes a final decision. • An increase in housing growth within local authority recent plans compared to WRMP24 assumed forecasts • HDC is working closely with SEWL, the EA, NE and the Neighbouring Local Authorities to establish the exact extent to which the identified water resource issues will impact development within the district and the infrastructure required to ensure that identified impacts can be mitigated.
<i>Fleet and Church Crookham</i>		• See 'Authority Wide'.
<i>Yateley and Blackwater</i>		• See 'Authority Wide'.
<i>Hook</i>		• See 'Authority Wide'.
<i>Rural North (including Hartley Wintney)</i>		• See 'Authority Wide'.
<i>Rural South (including Odiham)</i>		• See 'Authority Wide'.
Existing Planned Projects	Authority Wide	• Demand management activities set out in the WRMP: • For 2025 to 2040: ▪ Leak reduction and water efficiency activities – saving an additional 34 million litres of water a day. ▪ A new smart meter installation programme with trials starting in 2025 and a full roll out from 2027 onwards, with the goal of providing smart meters across 90% of households by 2035. ▪ Reduce non-household consumption with measures such as business smart meters and water efficiency audits. • Within both the medium and long-term periods, SEWL's demand management programme will rely on government intervention on both minimum standards on white goods and the introduction of amendments to building regulations. • Meeting the future demand also relies on demand management throughout the planning period and requires elements of raising public awareness and public uptake in financial incentive-based tariffs. It is possible that lack of uptake in these strategies could mean additional resilience is required within WRZ4 within the medium to long term. • Supply management activities set out in the WRMP: • For 2025 to 2040: ▪ New pipelines to increase the amount of water moving between water companies and within the supply area. ▪ A new reservoir at Broad Oak (Kent) by 2033 – to provide an additional 22 million litres of water a day while reducing abstractions on groundwater water sources. ▪ A new groundwater source, via a licence trade near Maidstone (Kent) by 2040. ▪ Sub-zonal schemes to improve network connectivity at a local level and allow the reduction of abstractions that could impact on the environment. ▪ Further development work and early feasibility studies on schemes such as New Arlington reservoir, Peacehaven recycling and Reculver desalination to ensure readiness to adapt to future uncertainty.

		- For 2041 to 2075: - New pipelines to increase the amount of water moving between water companies and within the supply area. - A new reservoir at Arlington (Sussex) – to provide an additional 18 million litres of water a day, and a new improvement scheme to the pipe network to improve the connectivity within the local area by 2057. - Desalination at Reculver (Kent) to provide 30 million litres of water a day and a new improvement scheme to the pipe network to improve the connectivity within the local area by 2044. - Water treatment works improvements near Ashford (Kent) by 2058. - In response to an information request for this IDP, SEWL shared the details of existing planned projects: - The Western Reinforcement Scheme is currently in outline design and would involve the transfer of potable water from Maidenhead to Basingstoke via a pipeline and pumping stations. The project is expected to be completed by 2033-35. - The West Ham Nitrate Scheme in Basingstoke is currently under construction and is due to be completed by 2027. It involves the installation of a new nitrate removal facility. - The Greywell Water Treatment Works (WTW) upgrade is currently under construction and is due to be completed in 2026. It involves the installation of a new cross connection to enable water transfer. - In addition, SEWL state that new mains will likely be required for new developments to reinforce the existing network, in order to meet the new demand. Each application is looked at on a site-by-site basis. This infrastructure work will be funded through a combination of internal funding per existing plans and models, and contributions from developers as per The Water Act. The Water Act enables South East Water to charge developers for a contribution towards any reinforcement and new mains required as a result of new development to ensure that levels of service are maintained for both new and existing customers. - From 2026, SEWL will reduce their existing Egham to Surrey Hills import agreement to 26 MI/d, allowing Affinity Water to forecast an increase of 10 MI/d to their supply-demand balance during this period.
Infrastructure required to Support Growth	Authority Wide	SEWL state that in addition to the schemes set out above, they are working with all local authorities in the Basingstoke area to fully understand the impact of the higher housing growth targets compared to their WRMP24 assumptions and the impact on their supply-demand balance. This assessment may require them to identify and deliver additional schemes that could be needed to enable housing growth. This is being considered alongside changes to policy to set tighter water efficiency standards for new developments.
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Yateley and Blackwater</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North (including Hartley Wintney)</i>		(To be populated in the Part Two IDP)
<i>Rural South (including Odiham)</i>		(To be populated in the Part Two IDP)

Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	(To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		25 Year Environment Plan (2023), Defra: https://www.gov.uk/government/publications/25-year-environment-plan - Environment Act (2021), UK Government: https://www.legislation.gov.uk/ukpga/2021/30/contents - National Framework for Water Resources (2025), Environment Agency: https://www.gov.uk/government/publications/national-framework-for-water-resources-2025-water-for-growth-nature-and-a-resilient-future - Plan for Water (2023), Defra: https://www.gov.uk/government/publications/plan-for-water-our-integrated-plan-for-delivering-clean-and-plentiful-water/plan-for-water-our-integrated-plan-for-delivering-clean-and-plentiful-water - Planning and Infrastructure Act (2025), UK Government: https://bills.parliament.uk/bills/3946 - Regional Water Resources Plan for South Eastern England (2025), Water Resources South East: https://www.wrse.org.uk/library/?category=theregionalplan - Water Abstraction Plan (2021), Defra: https://www.gov.uk/government/publications/water-abstraction-plan-2017/water-abstraction-plan - Water Resources Management Plan 2025 to 2075 (2024), South East Water: https://cdn.southeastwater.co.uk/SewHousehold/Documents/WRMP2023/Final/SEW_WRMP24_Technical_Overview_Document.pdf - Five Year Business Plan 2025 to 2030 (2023), South East Water: https://cdn.southeastwater.co.uk/SewHousehold/Documents/PR24_Business_plan_main_document.pdf
Associated Mapping		No mapping data.

Wastewater Treatment

Infrastructure Topic		Utilities and Environment
Sub Topic		Wastewater Treatment
Infrastructure Delivery	Authority Wide	- Thames Water Utilities Limited (TWUL) is responsible for the majority of the public sewer systems throughout the administrative area of Hart District Council, with the exception of highway drains which may be the responsibility of Local Authorities or National Highways, and small communities and individual rural properties which are served by small private package treatment plants or septic tanks. TWUL is regulated (economically) by the Government Department Ofwat who oversee the long-term resilience of wastewater infrastructure. TWUL is also responsible for building, operating and maintaining wastewater treatment facilities, referred to as Sewage Treatment Works (STWs). TWUL's wastewater operations are also regulated by the Environment Agency (EA) for environmental performance. - Water companies are legally required under the Water Industry Act to serve customers by investing in and providing new strategic wastewater infrastructure and treatment facilities as necessary to provide for housing granted planning permission. They manage this through the Asset Management Plan (AMP) business planning process which is now supported by the statutory requirement to produce Drainage and Wastewater Management Plans (DWMP). - TWUL assess the performance of their process and network infrastructure against projected housing numbers identified by local authorities through their Local Plans. Where capacity shortfalls are identified, detailed investigations will be undertaken with a view to provide additional capacity ahead of development by inclusion in a 5-year asset planning period. - Where there are network capacity problems or potential adverse amenity impacts on future occupiers or the wider environment, developers may be required to partly fund any necessary network upgrade works. In some circumstances, a drainage strategy will need to be produced by the developer in liaison with TWUL to ensure the appropriate upgrades are in place ahead of occupation of the development. - The EA is responsible for regulating wastewater treatment works by issuing permits and assessing the quality of treated effluent against compliance limits. In particular, the EU Urban Waste Water Treatment Directive, transposed into UK law, prescribes minimum standards for wastewater collection and treatment in urban areas with a population equivalent of over 2,000, with more advanced treatment required in places with a population equivalent of over 10,000 in sensitive areas. The Water Framework Directive (WFD) Regulations also require watercourses to meet set water quality conditions which affect how wastewater discharges are regulated. The EA manage this by setting standards for treated wastewater effluent being discharged into the environment and through the issue of a permit to discharge at all STWs under the requirements of the Environmental Permitting Regulations. These permits limit the volumes which can be discharged and set mandatory quality standards. This process limits how much development a STW can serve before a new permit to discharge is required. - The Government's 25-year Environmental plan (2018) sets out goals for improving the environment over a generation. One of the main goals includes the achievement of clean and plentiful water. There are two objectives pertinent to wastewater: - Firstly, reaching or exceeding objectives for rivers, lakes, coastal and groundwaters that are specially protected, whether

		for biodiversity, drinking water or as per River Basin Management Plans. - Secondly, minimising harmful bacteria in designated bathing waters and continuing to improve the cleanliness of our waters by 2030. - The Environment Act (2021) is a comprehensive piece of legislation in the UK aimed at protecting and enhancing the natural environment. The Act includes provisions to ensure clean and plentiful water for all. The Act: - places a duty on water companies to secure a reduction in adverse impacts of discharges from storm overflows on the environment; growth proposed in Local Plans significantly influences how these reductions can be achieved. - makes drainage and sewerage planning a statutory duty through the requirement for water companies to produce DWMPs. - In 2023 the Department for Environment, Food & Rural Affairs (Defra) launched the Integrated Plan for Delivering Clean and Plentiful Water which aims to transform the management of the water system, clean up the water environment, and create a sustainable supply of water. One of the key aims is to implement measures to reduce pollution and enhance water quality. It outlines key actions which include an increase in investment in water infrastructure and technology focusing on the challenges posed by climate change, population growth and aging infrastructure. - Storm overflow regulation has become a major national driver of wastewater infrastructure investment following the introduction of the Storm Overflow Discharge Reduction Plan in August 2022 and the updated Environment Agency Overflow Assessment Framework guidance in March 2025. These measures establish long-term targets to significantly reduce sewage discharges to watercourses, supported by stricter monitoring, lower thresholds for intervention, and a substantial national investment programme extending to 2050. As a result, water companies such as Thames Water are required to prioritise upgrades to sewer networks, storage capacity, and wastewater treatment works to improve environmental performance and compliance.
Current Provision	Authority Wide	- TWUL is responsible for maintaining and enhancing eleven STWs across the administrative area of Hart District Council, all of which treat wastewater from both residential and employment sources before discharging back to the water environment. The locations of the STWs across the district, and the drainage catchment areas they serve are presented in A.9. - Further descriptions for the STWs are provided below. In some instances, maximum permitted Dry Weather Flow (DWF) values have been provided. These have been sourced from the EA's 'Consented Discharges to Controlled Waters with Conditions' database.
Existing Issues / Opportunities	Authority Wide	- TWUL's latest DWMP (DWMP23) sets out their strategy for the 25-year period from 2023 to meet future challenges such as climate change, population growth and urban expansion which could impact the sewerage and drainage systems in the region. The goals for the Strategy are to: - Stop internal and external property sewer flooding up to a 1 in 50-year storm event (2% probability in any given year) where possible. - Eliminate harm from storm overflows - no more than an average of 10 discharges per annum by 2045 at overflow locations.

		- Enhancing resilience at sewage treatment works to ensure 100% permit compliance and protect river water quality. - In their DWMP, TWUL have identified the following key issues with regards to the capacity of the existing wastewater treatment infrastructure network: - Population Growth: population in the Thames Water region is expected to increase by more than 2 million people by 2045; - Climate change: Impacts of climate change are expected to increase, with more extreme weather expected. This includes droughts, heatwaves and summer rainstorms becoming 20% more extreme; - Loss of green space: Loss of green and impermeable areas to housing, transport infrastructure, and many other uses. This reduces the ability of rainwater to soak into the ground, and runs into sewers and rivers more quickly, increasing the risk of flooding. - The TWUL DWMP indicates that there will be an increase in internal and external sewer flooding by 2050 for all STW catchments during 1 in 30-year and 1 in 50-year storms; without the implementation of the measures set out within the DWMP. This will result in an increase in storm overflow incidents. With the implementation of the DWMP measures and the proposed works/investments, the number of internal and external flooding events is expected to be 0 with the total number of annual overflow instances predicted to be <=10. - An update to the DWMP is currently underway, with a draft version scheduled for consultation in 2027 and a finalised plan expected in 2028. This timeline introduces a degree of uncertainty for the wastewater treatment hard infrastructure delivery programme as emerging evidence, revised growth forecasts, and updated environmental targets may significantly reshape investment priorities and sequencing. In particular, the updated DWMP may identify new hydraulic or quality-driven capacity constraints, changes to storm overflow performance requirements, or a need to accelerate nutrient removal and resilience schemes. As a result, infrastructure delivery plans will need to remain flexible, allowing for adaptive phasing, reprioritisation of schemes, and potential re-scoping of capital interventions. Early alignment with the draft DWMP will be essential to minimise abortive work and ensure that projects progressed in the interim remain consistent with the long-term strategic direction, while also maintaining compliance with regulatory obligations and supporting sustainable wastewater management outcomes.
<i>Blackwater and Yateley</i>		- Sandhurst STW - Located between the towns of Yateley, Blackwater and Sandhurst, it discharges to the River Blackwater with a permitted DWF of 39,000m³/day. Its catchment covers Yateley and Blackwater, and extends northwards beyond the district. - Camberley STW - Located just outside of the district, but with a catchment area spanning into Blackwater, it discharges into the River Blackwater with a permitted DWF of 88,800m³/day. Although only a small portion of the east of the district is covered by this STW, its catchment outside of the district is significant.
<i>Fleet and Church Crookham</i>		- Fleet STW - Located to the north of the town of Fleet, it discharges to Fleet Brook with a permitted DWF of 23,700m³/day. It has the largest catchment area within the district, covering the town of Fleet and the village of Minley.

		In their stakeholder response to this IDP, the EA expressed concerns about the capacity of the Fleet STW, stating that they are aware that it is not complying with its current discharge permit limits and that upgrades/improvements need to be undertaken in order to make it fit for purpose.
<i>Hook</i>		N/A – no STWs are located within this area. The area is served by the Hartley Wintney STW.
<i>Rural North and Villages</i>		- Eversley Cross (Longwater) STW - Located to the east of the village of Eversley, it discharges to a tributary of the River Blackwater. The EA have not provided a maximum DWF for this site on their database. The catchment area for this STW is local to Eversley village. - New Mill (Eversley Lower Common) STW - Located to the west of the village of Eversley, it discharges to a tributary of the River Blackwater with a permitted DWF of 600m³/day. The catchment area for this STW is local to Eversley Common. - Mattingley (Hound Green) STW - Located in the village of Hound Green, it discharges to an unnamed tributary of the River Whitewater. The EA have not provided a maximum DWF for this site on their database. Its catchment area is local to Hound Green. - Hartley Wintney STW - Located to the north of the village of Hartley Wintney, it discharges into a tributary of the River Hart with a permitted DWF of 20,500m³/day. Its catchment is one of the largest in the district, covering the town of Hook and the villages of Hartley Wintney, Phoenix Green, Odiham, Greywell, Rotherwick and Upton Grey.
<i>Rural South and Villages</i>		- Crondall STW - Located to the north of the village of Crondall, it discharges into the River Hart with a permitted DWF of 2,010m³/day. Its catchment is local to the village of Crondall. - TWUL recently completed an upgrade at Crondall STW to improve its ability to treat the volumes of incoming sewage. The scheme completed in 2024. They also identified the opportunity to optimise their existing assets to improve effluent quality and agreed a new permit in 2024. - Chatter Alley STW - Located to the north of Dogmersfield Park, it discharges to the River Alley. The EA have not provided a maximum DWF for this site on their database. Its catchment is local to a small number of properties to the north of Dogmersfield Park. - Rye Common STW - Located to the south of Dogmersfield Park, it discharges to the Itchel Brook. The EA have not provided a maximum DWF for this site on their database. Its catchment is local to a small number of properties to the south of Dogmersfield Park. - Long Sutton STW - Located to the south of the village of Long Sutton, it discharges to groundwater via infiltration. The EA have not provided a maximum DWF for this site on their database. Its catchment is local to the cul-de-sac of Chaffers Close, Long Sutton.
Existing Planned Projects	Authority Wide	On their website, TWUL state that upgrades are planned for four of the STWs across the district (Fleet, Sandhurst, Camberley and Hartley

		Wintney). The planned upgrades may serve to increase the available headroom at these sites going forward. • In their DWMP, TWUL identified the following challenges to delivering infrastructure improvements for wastewater: • Population growth uncertainties; • Water quality pressures which may limit increases in treatment permit headroom; • Incomplete mapping of surface water systems e.g. sewer, highway or land drainage and the extent of their hydraulic surface water sewerage network model; • Location of property level misconnections; • Pipe materials e.g. pitch fibre sewers impacting asset health; and • Ownership and maintenance of SuDS. • Development can detrimentally impact water quality by: • Increasing the volume of wastewater requiring treatment and discharge to surface waters. This can increase the levels of phosphorus, ammonia and organic matter in receiving watercourses. • Increasing pollutants in surface water runoff from development surfaces, including roads and pavements. Rainwater draining from development roads and pavements can carry many pollutants, including metals, vehicle emissions, silt, grit, oil, microplastics and household chemicals. • Decreasing typical flows in watercourses due to increased abstraction for water supply, leading to increased concentration of pollutants.
Infrastructure required to Support Growth	Authority Wide	• The Water Cycle Study Report will confirm whether the permitted DWF at each STW will be exceeded during the plan period as a result of future development.
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• 25 Year Environment Plan (published January 2018, last updated February 2023), Defra: https://www.gov.uk/government/publications/25-year-environment-plan • Consented Discharges to Controlled Waters with Conditions (Created January 2015, Revised April 2026), Environment Agency: https://environment.data.gov.uk/dataset/5fe5ab2e-d465-11e4-8a42-f0def148f590 • Environment Act 2021, UK Government: https://www.legislation.gov.uk/ukpga/2021/30/contents

		- Investment plans for storm discharge sites (accessed July 2026), Thames Water: https://www.thameswater.co.uk/about-us/performance/river-health/frequently-asked-questions/information-about-specific-sites - The UK Government's Plan for Water (published April 2023), Defra: https://www.gov.uk/government/publications/plan-for-water-our-integrated-plan-for-delivering-clean-and-plentiful-water/plan-for-water-our-integrated-plan-for-delivering-clean-and-plentiful-water - Thames Water Drainage and Wastewater Management Plan (2023), Thames Water: https://www.thameswater.co.uk/media-library/vb5gms1j/the-plan.pdf - Water Industry Act 1991, UK Government: https://www.legislation.gov.uk/ukpga/1991/56/contents
Associated Mapping		A.9 shows a map of wastewater treatment works and their catchments across Hart.

Waste Management

Infrastructure Topic		Utilities and Environment
Sub Topic		Waste Management
Infrastructure Delivery	Authority Wide	- This topic covers waste management across Hart District, including household waste recycling centres, waste processing and management and household collections. - Hampshire County Council and its partner Authorities, Southampton City Council, Portsmouth City Council, New Forest National Park Authority and South Downs National Park Authority (collectively known as the Hampshire Authorities), strategically plan for the joint needs of waste and minerals related matters across the area. - Hart District Council operate their waste management and collection services, including residential waste collection and the management of small scale 'bring' recycling sites. - Hampshire County Council run household waste recycling sites for the area, with residents able to use any site under the County Council's management. - Commercial waste collection is not managed by Hart District Council, with private operators contracted by businesses to deliver these services. - The Hampshire Authorities are working to produce an update to the Hampshire Minerals and Waste Plan (HMWP) 2013 which will guide minerals and waste decision making in the Plan area up until 2040. The updated HMWP establishes the future levels of provision required to meet national and regional policy targets and objectives. It sets out an updated vision of how this will be achieved and provides details of strategic sites that will deliver the vision. The Planning Inspector has produced their final report which concludes the examination of the HMWP - Submission Plan.
Current Provision	Authority Wide	- Hart District Council managed household waste collection services offer provisions to collect food waste, household (general) waste, glass, plastic and metal recycling and small electricals recycling. - There are three Household Waste Recycling Centres across Hampshire, found in Hartley Wintney (Springwell Lane, within Hart), Basingstoke (Wade Road) and Farnborough (Eelmoor Road). - There are 10 'bring' recycling sites across Hart, where items such as clothes, small electricals, books, and other items can be brought to be recycled. There are a further six of these sites across the Hart District which are managed by organisations other than the District Council. - The amount of waste that residents are disposing of has not changed from 2024/25 to 2025/26. The difference between household waste tonnages across the two years is from the diversion of food waste into the food waste stream.
Existing Issues / Opportunities	Authority Wide	- The emerging HMWP details that 3.0 million tonnes per annum (mtpa) of non-hazardous waste management capacity, 2.6 mtpa of inert waste management capacity, and 0.28 mtpa hazardous waste management capacity will be required by the end of the Plan period (2040). Policy 28 of the emerging HMWP details the locations in which waste management development would be supported in coming forward, this policy should be taken into account when looking at infrastructure requirements. - A key challenge reflects global issues relating to the collapse of plastics recycling markets and the consequential impacts for waste management and recycling processing.

		- Local Council budget pressures are placing increasing pressures on waste management services. - Future housing growth will increase pressure on both household waste collection services as well as household waste recycling centres.
<i>Blackwater and Yateley</i>		See 'Authority Wide'
<i>Fleet and Church Crookham</i>		See 'Authority Wide'
<i>Hook</i>		See 'Authority Wide'
<i>Rural North and Villages</i>		See 'Authority Wide'
<i>Rural South and Villages</i>		See 'Authority Wide'
Existing Planned Projects	Authority Wide	- While there are no site allocations within the adopted HMWP or the emerging updated HMWP in the Hart District Council area, the provision of mineral and waste infrastructure is market driven. - The HMWP and the emerging updated HMWP contain infrastructure safeguarding policies for both minerals (Policy 16) and Waste (Policy 26). There are a number of safeguarded minerals and waste sites within the Hart District Council area.
Infrastructure required to Support Growth	Authority Wide	All Local Plans should incorporate the principles of the waste hierarchy, with the top two levels (waste prevention/minimisation and waste reuse) most likely falling under the planning regime of Hart District Council. Infrastructure related to both of these levels should be considered within any 'additional infrastructure requirements' of the Plan area.
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- Increased development may lead to increased population in the area, this will in turn lead to an increase in waste arisings, not only from the developments themselves but from households. This could require additional waste collection and centre capacity. (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		Food waste collections (2026), Hart District Council Overview & Scrutiny – Food Waste Summary (2026), Hart District Council - Hart IDP Infrastructure Proforma – Information Requestion: Hampshire County Council Response
Associated Mapping		A.10 shows a map of household waste recycling centres across Hart.

Electricity Distribution

Infrastructure Topic		Utilities and Environment
Sub Topic		Electricity Distribution
Infrastructure Delivery	Authority Wide	- This infrastructure type covers the distribution network and assets that deliver electricity from the transmission system to end users, including: - Distribution substations (Bulk Supply Points (BSP), primary and secondary) - Overhead lines and underground cables at low voltage (LV) and high voltage (HV) - Switchgear and transformers within the distribution network - The National Grid Electricity Transmission network operates at 400 kV and 275 kV, transmitting electricity efficiently over long distances by minimising losses. - Electricity is transferred from the transmission system to regional distribution networks at Grid Supply Points (GSPs), where voltage is typically stepped down from 400/275 kV to 132 kV. A Grid Supply Point is the interface between the transmission and distribution systems. - Distribution Network Operators (DNOs), such as Scottish and Southern Electricity Networks (SSEN) who is the DNO for the Hart Local Authority area, then distribute electricity through their networks, which operate at progressively lower voltages (e.g. 132 kV, 33 kV and 11 kV), before supplying end users at low voltage (400/230 V). - A simplified network hierarchy is as follows: - Transmission (400/275 kV) → GSP (400/275 kV to 132 kV) → BSP (typically 132 kV to 33 kV) → Primary substation (typically 33 kV to 11 kV) → Secondary substation (11 kV to 400/230 V) → End users (via consumer facing companies e.g. Ovo, Octopus etc.) - Demand capacity within the distribution network is typically assessed in terms of available headroom at GSPs, Bulk Supply Points (BSPs), and primary substations, where headroom represents the difference between asset capacity and the combination of existing demand and allocated demand from approved future developments. - As mentioned above, National Grid are responsible for transmitting electricity across the country. Regional distribution of electricity to end users is then the responsibility of Distribution Network Operators (DNO). SSEN, the DNO for the Hart local authority, owns, operates and maintains the electricity distribution network within its license areas, including cables, overhead lines and substations. This network delivers electricity to homes and businesses, with energy supply companies responsible for selling electricity to end users. SSEN is also responsible for planning and reinforcing its network to accommodate future demand, including connections associated with new developments, ensuring sufficient capacity is available or upgraded where required. - There are several strategic policy developments shaping the planning and delivery of electricity distribution infrastructure in the UK. - The UK Government has set a legally binding target to achieve net zero greenhouse gas emissions by 2050, alongside an ambition to deliver a clean (predominantly low-carbon) electricity system by 2030. These targets are driving a rapid transition towards electrification of

		heat, transport and industry, which is expected to significantly increase electricity demand across distribution networks. • The Future Homes and Buildings Standard will require new homes to be built with low-carbon heating systems and significantly improved energy efficiency, effectively phasing out fossil fuel boilers in new developments. This will increase reliance on electricity for heating (e.g. heat pumps), placing additional demand on local electricity networks. The Future Homes and Buildings Standard was published in March 2026 and comes into force in March 2027. Following a 12-month transition period, full compliance is expected by March 2028. • More broadly, national policy and market trends are accelerating the uptake of low-carbon technologies such as electric vehicles, heat pumps, distributed generation (e.g. solar PV) and battery storage, all of which contribute to increased and more variable electricity demand. • To support this transition, Distribution Network Operators (DNOs), including Scottish and Southern Electricity Networks (SSEN), develop Distribution Future Energy Scenarios (DFES) on an annual basis. These scenarios forecast future electricity demand, generation and storage requirements under multiple pathways to 2050, aligned with National Grid's Future Energy Scenarios. The DFES provides a key evidence base for network planning, enabling DNOs to identify where reinforcement, flexibility, or smart solutions are required to accommodate future demand and support decarbonisation objectives. • In parallel, the regulatory framework governing DNOs is evolving. Under the current RIIO-ED2 price control (2023–2028) and the current ED3 period (April 2026–April 2031), Ofgem is promoting a more proactive, strategic and flexible approach to network planning and investment, including greater use of flexibility services and coordination at a regional level. This marks a shift away from purely reactive reinforcement towards anticipatory investment to support growth, decarbonisation and new connections. • Collectively, these strategic policies and regulatory changes are expected to drive significant investment in electricity infrastructure, increase the rate of network reinforcement, and fundamentally change how distribution networks are planned and operated in the future.														
Current Provision	Authority Wide	• The Hart IDP development growth allocations lie within the coverage area of two GSPs, eight BSPs and 18 Primary substations. Table 1 below lists these substations along with their estimate demand headroom capacity (in brackets) and are colour coded according to SSEN's demand RAG status. The RAG status is defined as: • RED – Constrained – Less than 5% headroom remaining • AMBER – Partially Constrained – Between 5 – 10% headroom remaining • GREEN – Unconstrained – More than 10% headroom remaining Table: Substations supplying Hart Local Authority area <table> <tr> <th>GSP</th><th>BSP</th><th>Primary Substation</th></tr> <tr> <td rowspan="2">Bramley (Basi) GSP (N/A)</td><td rowspan="2">Basingstoke (T1A & T2A) BSP (26.86 MVA)</td><td>Arborfield Primary (8.37 MVA)</td></tr> <tr> <td>Bramley Green Primary (11.18 MVA)</td></tr> <tr> <td rowspan="4">Fleet-Bramley GSP (N/A)</td><td rowspan="2">Aldershot BSP (0 MVA)</td><td>Aldershot Primary (0 MVA)</td></tr> <tr> <td>Farnham Primary (0 MVA)</td></tr> <tr> <td rowspan="2">Alton BSP (22.91 MVA)</td><td>Alton Local Primary (18.47 MVA)</td></tr> <tr> <td>Mortimer Primary (4.73 MVA)</td></tr> </table>	GSP	BSP	Primary Substation	Bramley (Basi) GSP (N/A)	Basingstoke (T1A & T2A) BSP (26.86 MVA)	Arborfield Primary (8.37 MVA)	Bramley Green Primary (11.18 MVA)	Fleet-Bramley GSP (N/A)	Aldershot BSP (0 MVA)	Aldershot Primary (0 MVA)	Farnham Primary (0 MVA)	Alton BSP (22.91 MVA)	Alton Local Primary (18.47 MVA)	Mortimer Primary (4.73 MVA)
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		Burghfield (Reserve) BSP (52.9 MVA)	Trash Green Primary (1.85 MVA)
		Camberley (Main) BSP (31.73 MVA)	Camberley Primary (31.73 MVA)
			Crowthorne Primary (6.17 MVA)
			Sandhurst Primary (6.46 MVA)
		Camberley (Reserve) BSP (42.73 MVA)	Cove Primary (10.75 MVA)
			Hawley Primary (17.31 MVA)
		Coxmoor Wood BSP (20.48 MVA)	Coxmoor Wood Primary (7.72 MVA)
			Crookham Primary (19.19 MVA)
			Hitches Lane Primary (0 MVA)
			Hook Primary (11.03 MVA)
			Wrecchesham Primary (18.06 MVA)
		Pyestock BSP (35.76 MVA)	Pyestock Primary (10.32 MVA)
Existing Issues / Opportunities	Authority Wide	- Hitches Lane Primary substation currently does not have capacity to support new development connections. The coverage area for this primary substation covers a significant portion of the development sub areas. The lack of capacity for this substation coverage area could restrict the rate of development until it is suitably reinforced. - A map of SSEN Primary Substation Coverage Areas and Red Amber Green Status (A.11). - Whilst much of the primary substations supplying the sub-areas indicate that they have demand headroom availability, the Fleet Grid Supply Point: Strategic Development Plan (SDP) (June 2025), indicates that much of the western portion of the development sub-area will not have sufficient capacity to support the forecasted need by 2030 to 2034. SSEN recognise in the SDP that intervention for these areas will be required through either asset solutions or flexibility services. Initial solutions have been proposed to resolve the potential shortage and will be further developed within the next seven years through the DNOA process. - A map summarising the timing of need for primary intervention across Fleet GSP based on Consumer Transformation can be seen at A.12. - As mentioned previously, SSEN are responsible with supplying new developments with electricity. When developers approach SSEN for a new connection, the SSEN assesses whether sufficient network capacity exists or whether reinforcement is required. The detail provided by the developer (e.g. demand profile, phasing) influences the accuracy and structure of the connection offer. Under current UK charging rules (post-April 2023), developers typically pay for sole-use connection assets (such as cables and local substations). Reinforcement of the wider network is generally funded by the SSEN and recovered through network charges, rather than being charged upfront to the developer. However, there are exceptions: developers may still pay reinforcement costs where projects are deemed speculative, where costs exceed the high-cost cap, or where reinforcement occurs on the transmission network. - SSEN is severely constrained in providing any investment ahead of need, and as such it will be important to ensure that the provision of	

		electrical infrastructure does not become a constraint on the development of an area. Mechanisms are available to overcome this constraint, but they will require forward planning and liaison between the local authority and the SSEN.
<i>Blackwater and Yateley</i>		- Blackwater and Yateley falls within the coverage area of the following primary substations: Hitches Lane, Hawley, Cove, Camberly, Crowthorne and Sandhurst. - Hawley, Cove, Camberly, Crowthorne and Sandhurst are all currently rated as Green according to SSEN's Demand RAG status, which mean that the existing infrastructure can accommodate incremental load growth without triggering immediate reinforcement under current planning criteria. - Hitches Lane coverage area falls within the south corner of the Blackwater and Yateley allocation zones. It covers only minor part of the development area.
<i>Fleet and Church Crookham</i>		- Fleet falls within the coverage area of the following primary substations: Hitches Lane, Coxmoor Wood, Aldershot, Pyestock NGTE, Cove, and Crookham. - Coxmoor Wood, Pyestock NGTE, Cove and Crookham are all currently rated as green according to SSEN's Demand RAG status, which mean that the existing infrastructure can accommodate incremental load growth without triggering immediate reinforcement under current planning criteria. - Hitches Lane and Aldershot are all currently rated as Red according SSEN's Demand RAG status, which means that they currently cannot support further demand without reinforcement works. - Hitches Lane coverage area falls within the north-east corner of the Fleet allocation zones. It covers about a third of the north-west corner of the development area. - Aldershot coverage area covers a minor portion of the south of the development growth area. Aldershot is supplied electricity from Aldershot BSP, which is rated as red according to SSEN's Demand RAG status. Therefore, it is unclear whether reinforcements are required to these substations or if they are limited to support new demand by the limited available to capacity from their supply BSP.
<i>Hook</i>		Hook is supplied by the Hook Primary Substation. This substation is currently rated as Green according to SSEN's Demand RAG status, which mean that the existing infrastructure can accommodate incremental load growth without triggering immediate reinforcement under current planning criteria. SSEN's data indicate the substation has 11.03 MVA spare capacity. Additional demand beyond this would likely trigger reinforcement requirements for the substation.
<i>Rural North and Villages</i>		- Rural North within the coverage area of the following primary substations: Hitches Lane, Bramley Green, Arborfield, Sandhurst, Hook, Mortimer, Trash Green and Crowthorne. - Bramley Green, Arborfield, Sandhurst, Hook, Mortimer, Trash Green and Crowthorne all currently rated as green according to SSEN's Demand RAG status, which mean that the existing infrastructure can accommodate incremental load growth without triggering immediate reinforcement under current planning criteria. - Hitches Lane coverage area falls within east of the Rural North allocation zones. It covers about a third of the development area.
<i>Rural South and Villages</i>		- Rural South falls within the coverage area of the following primary substations: Hitches Lane, Wrecclesham, Farnham, Coxmoor Wood, Hook, Aldershot, Alton Local. - Wrecclesham, Coxmoor Wood and Alton Local are all currently rated as Green according to SSEN's Demand RAG status, which mean that

		the existing infrastructure can accommodate incremental load growth without triggering immediate reinforcement under current planning criteria. • Hitches Lane, Farnham and Aldershot are all current rated as Red according to SSEN's Demand RAG status, which means that they currently cannot support further demand without reinforcement works. • Hitches Lane coverage area falls within the north-east corner of the Rural South allocation zones. It covers only minor part of the development area. • Similarly, Farnham and Aldershot coverage area covers a minor portion of the south east of the development growth area. Both Farnham and Aldershot are supplied electricity from Aldershot BSP, which is rated as red according to SSEN's Demand RAG status. Therefore, it is unclear whether reinforcements are required to these substations or if they are limited to support new demand by the limited available to capacity from their supply BSP.																																																				
Existing Planned Projects	Authority Wide	Contains identified projects: • SSEN's Long-Term Development Statement (LTDS) lists Hart as part of its South of England licence area, with accepted large demand projects requiring significant grid connections Table: Network Development Proposals <table><tr><th colspan="4">Network Development Proposals</th></tr><tr><th>GSP</th><th>Project Name</th><th>Impact on Distribution Network Capability</th><th>Estimated Completion</th></tr><tr><td>Fleet-Bramley GSP</td><td>EWZ504 Borden North-132kV- LiLo Connection</td><td>Extend the Alton 33 kV bus and install one new 33 kV 1,250 A breaker and establish a new 13 km,</td><td>Sep-26</td></tr><tr><td>Fleet-Bramley GSP</td><td>Bracknall Beeches - 11kV - Bracknell</td><td>Install 1.721km combined underground 300mm XLPE cable</td><td>Sep-26</td></tr><tr><td>Fleet-Bramley GSP</td><td>Coxmoor Wood / Wrecclesham Rutter pole replacement</td><td>Install a new 33kV circuit between Coxmoor Wood (14130) and Wrecclesham (87406) substations to mitigate an outage issue</td><td>Oct-26</td></tr><tr><td>Fleet-Bramley GSP</td><td>Aldershot - Tongham</td><td>Reinforce the 33kV circuit between Aldershot (10130) and Tongham (87016) to increase network capacity</td><td>Mar-28</td></tr><tr><td>Fleet-Bramley GSP</td><td>33kV GIS at Alton 33kV</td><td>Install 33kV GIS at Alton, comprising 16 circuit breakers and spares. Install new cable from A2MT to transformer breaker.</td><td>Feb-29</td></tr><tr><td>Bramley (Basingstoke)</td><td>Basingstoke - Overton - Bramley Green 33kV circuit reinforcement</td><td>Reinforce the 33kV circuit between Basingstoke (11231), Overton (87116) and Bramley Green</td><td>Mar-30</td></tr><tr><td>Bramley (Basingstoke)</td><td>Land at Frog Lane new reinforcement works</td><td>Build a new 33kV switchroom for 30 bays, install 26x33kV indoor busbar CBs. 4xtransformer incomer breaker minimum rating 31.5/79kA, 2000A.</td><td>Mar-30</td></tr><tr><td>Fleet-Bramley GSP</td><td>Coxmoor Wood</td><td>Install a new transformer at Coxmoor Wood BSP.</td><td>Dec-31</td></tr><tr><td colspan="4">Non-Load Project</td></tr><tr><th>GSP</th><th>Project Name</th><th>Impact on Distribution Network Capability</th><th>Estimated Completion</th></tr><tr><td>Fleet-Bramley GSP</td><td>Lambourn 33/11kV transformer replacement</td><td>Replace existing 7.5/9.75MVA transformers with</td><td>Feb-27</td></tr></table>	Network Development Proposals				GSP	Project Name	Impact on Distribution Network Capability	Estimated Completion	Fleet-Bramley GSP	EWZ504 Borden North-132kV- LiLo Connection	Extend the Alton 33 kV bus and install one new 33 kV 1,250 A breaker and establish a new 13 km,	Sep-26	Fleet-Bramley GSP	Bracknall Beeches - 11kV - Bracknell	Install 1.721km combined underground 300mm XLPE cable	Sep-26	Fleet-Bramley GSP	Coxmoor Wood / Wrecclesham Rutter pole replacement	Install a new 33kV circuit between Coxmoor Wood (14130) and Wrecclesham (87406) substations to mitigate an outage issue	Oct-26	Fleet-Bramley GSP	Aldershot - Tongham	Reinforce the 33kV circuit between Aldershot (10130) and Tongham (87016) to increase network capacity	Mar-28	Fleet-Bramley GSP	33kV GIS at Alton 33kV	Install 33kV GIS at Alton, comprising 16 circuit breakers and spares. Install new cable from A2MT to transformer breaker.	Feb-29	Bramley (Basingstoke)	Basingstoke - Overton - Bramley Green 33kV circuit reinforcement	Reinforce the 33kV circuit between Basingstoke (11231), Overton (87116) and Bramley Green	Mar-30	Bramley (Basingstoke)	Land at Frog Lane new reinforcement works	Build a new 33kV switchroom for 30 bays, install 26x33kV indoor busbar CBs. 4xtransformer incomer breaker minimum rating 31.5/79kA, 2000A.	Mar-30	Fleet-Bramley GSP	Coxmoor Wood	Install a new transformer at Coxmoor Wood BSP.	Dec-31	Non-Load Project				GSP	Project Name	Impact on Distribution Network Capability	Estimated Completion	Fleet-Bramley GSP	Lambourn 33/11kV transformer replacement	Replace existing 7.5/9.75MVA transformers with	Feb-27
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		Fleet-Bramley GSP Grove Farm - 11kV- Fleet Install interconnection between Hitches Lane primary feeders by laying approximately 650m of HV cable between Frere Avenue substation and approximately 265m of .04CU underground cable to be overlaid using a minimum of 150XLPE cable, between Frere
Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	Distribution Network Reinforcement: - Electricity distribution network reinforcement typically takes approximately 12–24 months to implement, once SSEN Distribution has established a viable business case. The preparation of development briefs and masterplans for larger strategic sites can help ensure that infrastructure requirements are identified early in the planning process. Promoters of residential and mixed-use developments are therefore encouraged to engage with SSEN at an early stage to ensure that any required reinforcements are delivered in time to support development. Future Electricity Demand: - A key driver of future infrastructure investment in the energy sector is the anticipated increase in electricity demand arising from the uptake of Electric Vehicles (EVs) and the electrification of heat, in line with the UK Government's decarbonisation commitments (including the net zero target by 2050 and the proposed phase-out of new petrol and diesel cars by 2035). - In alignment with the UK Government's decarbonisation aims to become a carbon-neutral authority by 2035 and to become a carbon-neutral district by 2040. SSEN are currently working with the Hampshire County Council on expanding the electric vehicle charge point network. This initiative aims to increase the use of electrical vehicles thereby by reducing fossil fuel transportation. This would increase the areas demand for electricity [See REF 4]. - Similarly, the Future Homes and Buildings Standard, which is likely to be fully applicable by 2028, would discontinue the use of gas boilers in new homes. New homes would instead need to be heating through low-carbon alternatives. This transition is expected to significantly increase electricity demand. The scale and pace of adoption remain uncertain. If households do not adopt measures such as rooftop solar PV, energy efficiency improvements, or low-carbon heating technologies (e.g. air source or ground source heat pumps), additional demand could place substantial pressure on the existing electricity network.

		- This uncertainty introduces potential regional variation in demand forecasts and may influence the timing and scale of network reinforcement. SSEN have made forecasts for the potential uncertainty through the Distribution Future Energy Scenarios (DFES), however the uncertainty remains. Under current regulatory arrangements, SSEN is generally required to justify reinforcement works based on confirmed demand. As a result, infrastructure upgrades may lag behind development needs, potentially constraining available network capacity for new connections. - The upcoming RIIO-ED3 price control framework, due to run from April 2028 to March 2033, is intended to support the transition to a decarbonised energy system by enabling more proactive and strategic network investment, improving long-term planning, and ensuring that distribution network capacity can respond to increasing demand associated with electrification and low-carbon technologies. Existing Infrastructure Assets (National Grid): - Engagement with National Grid Electricity Transmission (NGET) indicates that areas within Hart may be crossed by, or located in proximity to, strategic transmission infrastructure (such as overhead lines). Development proposals should appropriately recognise and respond to the presence of such assets. - It is recommended that planning policy requires development proposals to include a clear strategy for addressing transmission infrastructure within or adjacent to site boundaries. This should demonstrate how relevant National Grid design guidance and principles have been applied at the masterplanning stage, and how potential impacts have been mitigated through good design, layout, and buffering. Storage - With the increase of renewable energy sources, SSEN anticipate the increased requirement for battery storage technologies. For the Fleet-Bramley GSP, battery energy storage systems (BESS) are becoming increasingly important. Their forecasts estimate that current BESS capacity of 8.75 MW could increase to 542 MW by 2050. Growth of battery storage in this area could suggest potential expansion of energy intensive sectors such manufacturing or large scale continuous operations given the decreased operation costs and back up power that batteries provided. It should be noted though the Fleet-Bramley GSP only covers about three quarters of the development area in addition to a substantial area beyond the development areas so these BESS growth area may not be specific to the Hart Local Authority [See REF 2].
Data / Document Sources		- Map 1 / Table data 1: Generation availability and Network Capacity, SSEN Distribution, https://data.ssen.co.uk/@ssen-distribution/generation-availability-and-network-capacity last updated: March 19, 2025, Date access: 27/05/2026, Creative Commons Attribution 4.0 - Map 2: Fleet Grid Supply Point: Strategic Development Plan (2025), Scottish and Southern Electricity Networks - Long Term Development Statement for Southern Electric Power Distribution PLC's Electricity Distribution System (2025), Scottish and Southern Electricity Networks - Bramley – Basingstoke Grid Supply Point: Strategic Development Plan (2026), Scottish and Southern Electricity Networks
Associated Mapping		- A.11 shows a map of Primary Substation Coverage Areas - A.12 shows a map of the timing for need of primary intervention across Fleet.

Gas Distribution

Infrastructure Topic		Utilities and Environment															
Sub Topic		Gas Distribution															
Infrastructure Delivery	Authority Wide	- Southern Gas Networks (SGN) are the Gas District Network Operator (DNO) for the Hart local area and are responsible for delivering the area's gas requirements and reinforcing their network to support new developments when they come forwards for development - The Future Homes and Buildings Standard (FHS) is new legislation that intends to improve energy efficiency and reduce carbon emissions from new homes and non-domestic buildings to ensure new properties are 'zero-carbon' ready so that they will not require retrofitting to benefit from the decarbonisation of the electricity grid. In addition to insulation and renewable energy integration requirements, one of the key requirements of the FHS is the electrification of heating, banning the installation of gas boilers in new homes. The FHS regulations were published in March 2026 and come into force on 24 March 2027 and include a 12-month transitional period until March 2028, after which all new homes must comply. As a result, it is expected that gas demand would reduce significantly over the next decade.															
Current Provision	Authority Wide	- The Existing Gas Network is mapped at A.13. - The map above shows the existing gas network across Hart District, made up of Intermediate, Medium and Low Pressure networks. - The table (below) shows the consumer demand for gas across Hart. Table: Annual Consumer Gas Demand for Hart Local Authority <table> <tr> <th>Type of Use</th><th>Annual Demand (GWhr)</th><th>Percentage of total</th></tr> <tr> <td>Domestic</td><td>8850</td><td>70%</td></tr> <tr> <td>Commercial</td><td>2931</td><td>23%</td></tr> <tr> <td>Industrial</td><td>950</td><td>7%</td></tr> <tr> <td>Total</td><td>12732</td><td>100%</td></tr> </table>	Type of Use	Annual Demand (GWhr)	Percentage of total	Domestic	8850	70%	Commercial	2931	23%	Industrial	950	7%	Total	12732	100%
Type of Use	Annual Demand (GWhr)	Percentage of total															
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Total	12732	100%															
Existing Issues / Opportunities	Authority Wide	See sub-area specific issues and opportunities below.															
<i>Blackwater and Yateley</i>		<i>Blackwater and Yateley has a well-established gas network although its coverage lessens towards the periphery of the settlement in the less developed areas, particularly in the south. SGN should be able to provide new connections in this area.</i>															
<i>Fleet and Church Crookham</i>		<i>Fleet has a well-established gas network. SGN should be able to provide new connections in this area.</i>															
<i>Hook</i>		<i>Hook has a well-established gas network although its coverage lessens towards the west of the settlement in the less developed areas, particularly in the south. SGN should be able to provide new connections in this area.</i>															
<i>Rural North and Villages</i>		<i>Whilst Rural North (including Hartley Wintney) has a well-established gas network, there is a lack of existing development in the Rural North which results in a lack of coverage in this settlement. SGN may require significant upgrades to their networks to provide a new connection to new development in the Rural North, which it may deem uneconomical depending on how remote the sites are to existing pipeline. New developments in this settlement may not however require new gas connections given the Future Homes and Buildings Standard.</i>															

Rural South and Villages		Whilst Rural South (including Odiham) has a well-established gas network, there is a lack of existing development in the Rural South which results in a lack of coverage in this settlement. SGN may require significant upgrades to their networks to provide a new connection to new development in the Rural South, which it may deem uneconomical depending on how remote the sites are to existing pipeline. New developments in this settlement may not however require new gas connections given the Future Homes and Buildings Standard.
Existing Planned Projects	Authority Wide	Contains identified projects: - SGN continue to maintain their existing infrastructure within the Hart Local Authority making reactive repairs to leaks or faults when requirements and reinforcing their network to deal with new connections and demand from new developments. - SGN are also currently delivering a long-term programme to replace ageing metallic gas mains with plastic pipes. This is part of the national Iron Mains Risk Reduction Programme. - SGN is contributing to decarbonisation by modernising its gas network and exploring low-carbon gases such as hydrogen and biomethane. However, there remains significant uncertainty over the long-term role of gas networks in the UK energy system. The Future Homes and Buildings Standard effectively excludes fossil fuel heating in new homes, and many developers are already opting for fully electrified heating systems, often avoiding gas connections altogether. The use of low-carbon gases such as hydrogen would require alternative appliances to traditional gas boilers. A lack of clear Government direction on the future balance between electrification and low-carbon gases creates a risk of both over-investment and under-investment in gas network infrastructure.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
Blackwater and Yateley		(To be populated in the Part Two IDP)
Fleet and Church Crookham		(To be populated in the Part Two IDP)
Hook		(To be populated in the Part Two IDP)
Rural North and Villages		(To be populated in the Part Two IDP)
Rural South and Villages		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		- Map 1: Distribution Pipe Network Hart, SGN Open Data sharing portal, last updated: April 1, 2026, Date Accessed: 28/05/2026, Creative Commons Attribution 4.0 https://open-data-sharing-portal-sgn-uk.hub.arcgis.com/datasets/4961b58ed4c64f709ecb24dfa50378b8_0/explore?location=51.273105%2C-0.871914%2C12 - Table data 1: Consumer Gas Consumption, SGN Open Data portal data licence CC by 4.0 Licence. Last updated 11/09/2025. Accessed

		28/05/2026 https://open-data-sharing-portal-sgn-uk.hub.arcgis.com/datasets/b1add61b5919427a8f8a2b712711fc35_0/explore
Associated Mapping		• A.13 shows a map of gas distribution infrastructure across Hart.

Renewables

Infrastructure Topic		Utilities and Environment
Sub Topic		Renewables
Infrastructure Delivery	Authority Wide	- This infrastructure type covers the generation, storage, and enabling infrastructure required to support low-carbon and renewable energy systems within the local authority area. - Renewable energy projects in the UK are typically delivered by private developers, who generate revenue by selling electricity into the wholesale market or through contractual and government-supported pricing mechanisms. Developers typically deliver their own strategies with the assistance of private consultants who plan the strategies. Local planning authorities are responsible for reviewing and offering approval for renewable energy projects with generations capacities less than 50 MW. Renewable energy projects larger than 50 MW are classified as National Significant Energy Projects and require Development Consent Order Planning applications. - The regional electricity District Network Operator (DNO) are required to support consented renewable energy projects by ensuring the local primary substations have sufficient generation demand headroom capacity to receive the electricity generated and distribute it back to the National Grid transmission network. - As part of the UK's commitment to Net Zero by 2050, the UK has geared its renewable energy policy towards rapid acceleration of deployment of renewable energy schemes. This is supported by stronger planning policy, expanded funding mechanisms, and significant institutional and regulatory reform. The introduction of National Energy Systems Operator (NESO), reforms to the Contracts for Difference (CfD) scheme and grid connection process, and the forthcoming RIIO-ED3 Ofgem framework are expected to improve coordination and enable earlier infrastructure investment. However, delivery will continue to depend on overcoming constraints such as grid capacity, planning considerations, and supply chain capability.
Current Provision	Authority Wide	- The Renewable Energy Planning Database lists two operational renewable energy projects within the Hart Local Authority Boundary: - Taplins Farm Solar Park – Solar PVs – 5.9MW - Hungerford Farm – Solar PVs – 5 MW. - A map of Existing and Proposed Renewable Energy Projects within Hart Local Authority Boundary is shown at A.14.
Existing Issues / Opportunities	Authority Wide	SSEN's network demand and generation capacity data currently indicates that all primary substations that supply the development sub-areas are rated as Red under SSEN's generation RAG status. This means that there is less 5% of generational demand headroom remaining after applying the contribution from the future connections pipeline. The generation constraint for each of these substations is listed at Upstream Thermal Capacity.
<i>Blackwater and Yateley</i>		Blackwater and Yateley could potentially support further renewable energy projects given its size, semi-rural context and limited existing development. However, it would be dependent on current infrastructure plans and environmental assessments
<i>Fleet and Church Crookham</i>		Fleet is well-established and there is limited space for large renewable energy development projects. Renewable energy project for this area would likely be limited to roof mounted solar photovoltaic panels.
<i>Hook</i>		Hook is less developed and could potentially support renewable energy projects. However, given the size of the area and existing

		development dispersed through the settlement, large renewable energy projects may not be feasible and may be limited to smaller projects such as battery storage or roof mounted solar photovoltaics panels																					
<i>Rural North and Villages</i>		Rural North (including Hartley Wintney) could potentially support further renewable energy projects given its size, rural context and limited existing development. However, it would be dependent on current infrastructure plans and environmental assessments																					
<i>Rural South and Villages</i>		Rural South (including Odiham) could potentially support further renewable energy projects given its size, rural context and limited existing development. However, it would be dependent on current infrastructure plans and environmental assessments																					
Existing Planned Projects	Authority Wide	Identified projects: <table border="1"> <caption>Table: Proposed Solar Energy Projects within Hart Local Authority Boundary</caption> <thead> <tr> <th>Sub-Area</th><th>Number of Proposed Solar PV Installations</th><th>Proposed Capacity</th></tr> </thead> <tbody> <tr> <td>Rural South and Villages</td><td>2</td><td>97.4 MW</td></tr> <tr> <td>Hook</td><td>2</td><td>22.15 MW</td></tr> <tr> <td>Rural North and Villages</td><td>2</td><td>67.77 MW</td></tr> </tbody> </table> <table border="1"> <caption>Table: Proposed Battery Energy Storage System Projects within Hart Local Authority Boundary</caption> <thead> <tr> <th>Sub-Area</th><th>Number of Battery Energy Substation</th><th>Proposed Capacity</th></tr> </thead> <tbody> <tr> <td>Rural South and Villages</td><td>4</td><td>298.9 MW</td></tr> <tr> <td>Fleet</td><td>1</td><td>57 MW</td></tr> </tbody> </table>	Sub-Area	Number of Proposed Solar PV Installations	Proposed Capacity	Rural South and Villages	2	97.4 MW	Hook	2	22.15 MW	Rural North and Villages	2	67.77 MW	Sub-Area	Number of Battery Energy Substation	Proposed Capacity	Rural South and Villages	4	298.9 MW	Fleet	1	57 MW
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Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)																					
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Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)																					
Further commentary	Authority Wide	Renewable energy projects are developed for one of two reasons: generation export or demand reduction. Generation export projects are where the renewable energy project has been developed with intention of selling the electricity that is generated to energy suppliers for profit. Demand reduction projects create renewable energy for																					

		personal use to reduce their demand or reliance on the national transmission grid. • As a consequence, renewable energy projects do not necessarily meet Hart's infrastructure requirements since the energy generated feeds into the country's national energy requirements, or it is kept for private use. Renewable energy projects, however, are important for achieving the Government Net Zero targets and can generate income for the development area. • Renewable energy projects that exceed 1 MW undergo a transmission impact assessment to understand the impact that the project would have on the national transmission network. The distribution network may have capacity or may require local upgrades which can be performed by the DNO, however if the transmission network does not have capacity for the energy generated by the project, this can lead to extended lead in times for the national transmission reinforcement works to be completed.
Data / Document Sources		• Map 1 / Table data 1 & 2: Renewable Energy Planning Database: quarterly extract (April 2026), Department for Energy Security and Net Zero, last updated 6th May 2026, date accessed 27/05/2026 • Generation availability and Network Capacity, SSEN Distribution, https://data.ssen.co.uk/@sssen-distribution/generation-availability-and-network-capacity last updated: March 19, 2025, Date access: 27/05/2026, Creative Commons Attribution 4.0
Associated Mapping		• A.14 shows a map of existing and planned renewable energy projects across Hart.

Digital Communications

Infrastructure Topic		Utilities and Environment
Sub Topic		Digital Communications
Infrastructure Delivery	Authority Wide	- Digital communications infrastructure in the study area is owned and maintained by various Mobile Network Operators (MNO) and regulated by the Office of Communications (Ofcom). Ofcom regulates the telecom sector, defining and enforcing the conditions by which all mobile and broadband companies must abide. - The Department of Science, Innovation and Technology (DSIT) is responsible for government policy on digital connectivity, including on the rollout of mobile and fixed broadband networks. - Managed by Building Digital UK (BDUK), an executive agency of the Department for Science, Innovation and Technology (DSIT), Project Gigabit aims to benefit mostly rural and remote communities across the UK. - The UK Digital Strategy (October 2022) recognises the importance of worldclass and secure digital infrastructure in supporting innovation across the UK's digital ecosystem. It sets national targets of at least 85% gigabit-capable broadband coverage by 2025 and 99% by 2030. Since December 2022, the Building Regulations have made gigabit-readiness a legal requirement for new homes in England. New builds must be fitted with gigabit-capable infrastructure and connected to a gigabit-capable network where reasonably practicable. - This is complemented by the UK Wireless Infrastructure Strategy (April 2023) which aims to deliver nationwide standalone 5G coverage in all populated areas by 2030. - At the local level, the existing Local Plan supports the provision and expansion of digital communications infrastructure, including high speed broadband, as part of the integrated delivery of new residential and commercial premises. Hart District Council also adopt a 'digital approach', harnessing the following key principles: - Digital Inclusion: A duty to ensure that our residents have the skills, knowledge and confidence to access our services safely online, through providing an improved 'digital front door' and providing an appropriate 'physical front door' to enable people to engage with our digital organisation. - Digital Infrastructure: To enable suppliers to invest in Hampshire's digital infrastructure by facilitating relationships, providing reasonable access to the information we hold and promoting the communications of our partners. - Systems Leadership: To use our influence to convene (and, where appropriate, lead) partnerships to enable collective action on shared strategic priorities.
Current Provision	Authority Wide	Fixed broadband - The latest Ofcom Connected Nations dataset (November 2025) suggests the vast majority of existing premises (97.7%) within Hart District now have access to superfast broadband (with download speeds of at least 30Mbit/s) with 86% of premises able to access ultrafast broadband (speeds of at least 300Mbit/s), which is broadly in line with the UK averages. Full fibre broadband access is at a lower level (73.3%); this is below the UK average (77.5%). - These figures do however mask the challenge of providing adequate broadband provision to the rural areas of the district. According to November 2025 data, approximately 4.7% of rural premises are unable to receive decent broadband with at least 10Mbit/s speeds. Mobile coverage

		- The latest Ofcom's Connected Nations dataset (November 2025) shows that a considerable proportion of premises in the study area (81.7%) have reliable indoor 4G services from all operators, which is lower than the UK average (88.3%). Almost the entirety of the study area (99.9%) has reliable outdoor 4G services from all operators. In addition, reliable 4G services are available from 73.1% of A roads and Motorways within Hart. - In the spring of 2017, the government released its 5G strategy for the UK. A key component to this strategy is to ensure there is reliable connectivity across the UK as well as ensuring that mobile coverage is extended to 95% of the UK, and ensuring that major road, rail and hotspots are 5G ready. The government will be working in conjunction with Ofcom and telecommunications industry to identify and address areas which have connectivity challenges. - Data on emerging generations of mobile service such as 5G is limited and only recently released by Ofcom. This data suggests that only 5.9% of premises across Hart District have reliable outdoor 5G services (high confidence) from all operators, which is significantly lower than the UK average (46.8%). In the long term towards 2050, it is anticipated that the digital infrastructure will be developed at a fast pace and there could be further generations within this period after 5G.
Existing Issues / Opportunities	Authority Wide	- The Government has decided that this next iteration of its digital connectivity programme, Project Gigabit, is to be run through a direct relationship between BDUK and commercial suppliers, rather than through local authorities. - Ofcom has launched the Broadband Universal Service scheme, giving people the right to request access to decent broadband services. People in Hampshire can request a broadband upgrade from BT if their current speeds are below 10Mbps download and 1Mbps upload. To qualify, there must be no access to decent broadband and no planned public broadband scheme in the next 12 months. - The provision of appropriate and future-proofed digital infrastructure within new development is critical. However, it is not an infrastructure type where capacity within existing networks is typically affected by new development and is therefore unlikely to be a factor in determining the ability of individual settlements within the district to accommodate new growth.
<i>Blackwater and Yateley</i>		See 'Authority Wide'
<i>Fleet and Church Crookham</i>		See 'Authority Wide'
<i>Hook</i>		See 'Authority Wide'
<i>Rural North and Villages</i>		See 'Authority Wide'
<i>Rural South and Villages</i>		See 'Authority Wide'
Existing Planned Projects	Authority Wide	- No specific infrastructure required to support new homes outside developer commitments and commercial investment/interests of Digital infrastructure providers. - In June 2023 BDUK confirmed £118m of Project Gigabit investment in broadband improvements across Hampshire. Work is now underway to improve speeds for approximately 85,000 properties in Hampshire (the remaining 2.2%) that are currently accessing speeds below 24Mbps. The Government's Project Gigabit aims to extend gigabit-capable broadband, ensuring continued digital growth and connectivity for Hampshire. £104m for 75,000 rural and remote properties in Hampshire delivered by City Fibre. Delivery has already commenced across.

		• Opportunities for the community-led fibre deployment projects, known as Community Fibre Partnerships.
Infrastructure required to Support Growth	Authority Wide	• As further development takes place in the district the capacity of the mobile phone networks will be impacted. However, Hart District Council will have very little control over the service levels that future development will receive, as this is a government policy area – and generally well provided for by the market as a highly-competitive industry. • The key consideration for telecommunications provision in the context of the IDP is to ensure that new development is equipped and future-proofed to provide superfast broadband provision. This will be crucial for new areas of development, such as the Strategic Allocations, as there will not be any existing infrastructure in place. To achieve this, it is recommended that Hart District Council include a policy in the new Local Plan to ensure that new development is provided with adequate infrastructure for digital communications, as retrofitting the required cabling once development is completed will incur higher costs and cause significant disruption.
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
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Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• Data downloads 2025 (2025), Ofcom • Digital Hampshire (2026), Hampshire County Council
Associated Mapping		• No mapping data to show.

Education and Social Infrastructure

Early Years

Infrastructure Topic		Education and Social Infrastructure
Sub Topic		Early Years
Infrastructure Delivery	Authority Wide	- Hart District Council has a statutory duty to secure sufficient early years education and childcare for all children in Hampshire from infancy until they start school (around age five) meeting the eligibility criteria as set out in the Childcare Act 2006 and 2016. This provision should be free for those who meet eligibility criteria. - Early years care is delivered by private, voluntary, independent and state-funded operators. - The funding for early years education and childcare is provided by central government through childcare entitlements. The entitlement framework has developed over time and currently includes a universal offer of 15 funded hours per week for all 3- and 4-year-olds, in place since September 2010; targeted 15-hour provision for eligible disadvantaged 2-year-olds, introduced nationally from September 2013; and an expanded working-parents entitlement of up to 30 funded hours per week, announced in the March 2023 Spring Budget and fully implemented from September 2025, extending eligibility to children from 9 months old until they start school, subject to earnings and employment criteria. - The Department for Education is responsible for providing funding to local authorities in the 'early years block' of each authority's dedicated school grant (DSG), alongside additional funding for disadvantaged children (Early Years Pupil Premium), children with additional needs (Disability Access Fund), and supplementary funding for maintained nursery school. - Hampshire County Council (HCC) is the Local Education Authority. HCC is responsible for distributing central government early years funding to childcare providers in the area and for setting local funding rates and conditions through provider agreements, in line with national funding rules. The Early Years Foundation Stage (EYFS) statutory framework sets the standards that school and childcare providers must meet for the learning, development and care of young children and applies to nurseries, pre-schools, childminders and other early years providers, but it does not determine funding levels.
Current Provision	Authority Wide	- Early years provision in Hart is delivered by a range of early years education and childcare providers, including private, voluntary and independent operators. - The latest Hampshire Childcare Sufficiency Report (2025) shows that there are 123 early years providers in Hart, of which 82% offers early years entitlements. This includes 18 nurseries, 3 school run, 24 pre-schools and 87 childminders. There is not any mapping data to show the spatial distribution of these providers. - Hampshire County Council's early years demand data model as reported in the latest Hampshire Childcare Sufficiency Report (2025) shows that there is a surplus of need for places in Hart, projected to rise from 125 to 255 from 2025-28.
Existing Issues / Opportunities	Authority Wide	In late 2023 HCC received a £2.8m Childcare Expansion Capital Grant from the DfE. The grant supports the expansion of Early Years childcare provision for working parents of all children aged 9 months to 3-year-olds, and the provision of 8am to 6pm wraparound care for primary aged children. Grants were awarded following two application rounds from schools and independent settings.

		- Hampshire County Council Childcare Sufficiency Assessment highlighted the following issues: - Need to expand the supply of places. This will address the need for additional places following the extension of the 30-hour entitlement to working families with children aged 9 months to 2 years. - There are recruitment and retention issues to ensure there enough staff to deliver new places required - Lack of equity in access. Need to ensure that increased demand for a limited number of places doesn't disadvantage children with SEND or those from disadvantaged backgrounds. - Whilst the above potential pressures have been identified, local modelling suggests that supply and demand across the district will result in a surplus of places across every year from 2025 to 2028, when looking at overall places need. Consequently, the pressures anticipated elsewhere in Hampshire may not be experienced in Hart. This might mask specific locations of imbalanced supply and demand. - The County Council's forecasting model is updated regularly to reflect the most up-to-date information, including birth trends, vaccination data, housing completions and occupations, and patterns of pupil movement. Whilst some planning areas may show overall surplus capacity, this does not apply uniformly across all schools within that area. It should not be assumed that capacity exists locally, as the services most directly impacted by new development may already be full or operating close to capacity.
<i>Blackwater and Yateley</i>		See Authority Wide
<i>Fleet and Church Crookham</i>		See Authority Wide
<i>Hook</i>		See Authority Wide
<i>Rural North and Villages</i>		See Authority Wide
<i>Rural South and Villages</i>		See Authority Wide
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
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<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
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Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	

Data / Document Sources		• Hampshire Childcare Sufficiency Assessment 2024/25 (2025), Hampshire County Council: Hampshire childcare market and sufficiency assessment Children and Families Hampshire County Council • Children's Services Capital Programme 2026/27 0 2028/29 (2026), Hampshire County Council
Associated Mapping		• No mapping data.

Primary Schools

Infrastructure Topic		Education and Social Infrastructure
Sub Topic		Primary School
Infrastructure Delivery	Authority Wide	- Hampshire County Council is the Local Education Authority (LEA) with statutory responsibility for education across the county. This includes primary education for children between the ages 5 and 11 years old (Key Stages 1 and 2). - HCC fulfils these responsibilities by: - Forecasting and analysing the demand for school place to maintain an appropriate balance between short-term supply and demand; - Commissioning and negotiating the right number of places with academies and other own admitting authority (OAAs) schools (such as academies, voluntary aided and foundation schools that set their own admission policies); - Securing appropriate mitigation for new development; - Undertaking longer term strategic planning to ensure sufficient education infrastructure is identified within Local Plans to meet long term needs. - HCC produced a school places Plan 2026-2030 to assess projected demand for school places over the next 5 years.
Current Provision	Authority Wide	- As of 2026, there were 29 mainstream primary schools within the district's administrative area. 7,999 pupils were in Hart's primary schools from reception to year 6. - Schools include: 20 community schools 4 voluntary aided schools 3 voluntary controlled schools 2 academies - Primary schools in Hart were at 93.41% capacity in 2026. - A.15 sets out the geographical distribution of education facilities in Hart.
Existing Issues / Opportunities	Authority Wide	- There has been, and is forecast to be, sufficient capacity at the district scale over the period 2026 to 2030. The forecasted & surplus in 2030 is 13.8% for primary schools in Hart. School place forecasts are based on local child population, school attendance patterns, participation rates at each phase, planned housing developments and expected pupil yield, and migration trends including movement to and from schools and 'pushback' effects. - Medium to long-term school place planning is challenging due to the wider dynamics at play including housing market, social mobility, central government policies, Ofsted ratings, parent choices and global major events. - There is no specific % surplus the council has set as an aim to maintain to accommodate growth, including managing any possible temporary peak in school place demand associated with growth. If any peak in demand is not managed the district may have to provide even more school places that could then become surplus in the future. - The County Council's forecasting model is updated regularly to reflect the most up-to-date information, including birth trends, vaccination data, housing completions and occupations, and patterns of pupil movement. Whilst some planning areas may show overall surplus

		capacity, this does not apply uniformly across all schools within that area. It should not be assumed that capacity exists locally, as the schools most directly impacted by new development may already be full or operating close to capacity.				
Blackwater and Yateley		Schools	Type of school	Pupils	Capacity	% Full
	Westfields Junior School	Community school	359	360	99.72%	
	Westfields Infant School	Community school	269	270	99.63%	
	Potley Hill Primary School	Community school	198	210	94.29%	
	Newlands Primary School	Community school	175	210	83.33%	
	Frogmore Junior School	Academy sponsor led	226	247	91.50%	
	Frogmore Infant School	Community school	174	180	96.67%	
	Cranford Park Church of England Primary School	Voluntary controlled school	180	210	85.71%	
	Hawley Primary School	Community school	314	315	99.68%	
	Total		1895	2002	93.82%	
Fleet and Church Crookham		Schools	Type of school	Pupils	Capacity	% Full
	Velmead Junior School	Community school	382	376	101.60%	
	All Saints Chruch of England Aided Junior School	Voluntary aided school	535	560	95.54%	
	Church Crookham	Community school	553	600	92.17%	

	Junior School				
	Crookham Church of England Aided Infant School	Voluntary aided school	145	150	96.67%
	Elvetham Heath Primary School	Community school	647	654	98.93%
	Heatherside Junior School	Community school	384	384	100.00%
	Heatherside Infant School	Community school	259	270	95.93%
	Tavistock Infant School	Community school	165	180	91.67%
	Tweseldown Infant School	Community school	322	345	93.33%
	Fleet Infant School	Community school	255	270	94.44%
	Total		3647	3789	96.03%
Hook	Schools	Type of school	Pupils	Capacity	% Full
	Hook Infant School	Community school	336	360	93.33%
	Hook Junior School	Community school	479	480	99.79%
	Charles Kingsley's Church of England Primary School	Voluntary aided school	215	218	98.62%
	Whitewater Church of England Primary School	Voluntary controlled school	128	140	91.43%
	Dogmersfield Church of England	Voluntary aided school	103	140	73.57%

		Primary School			
		Total	1261	1338	91.35%
<i>Rural North and Villages</i>		Schools	Type of school	Pupils	Capacity
					% Full
		Greenfields Junior School	Community school	297	360
					82.50%
		Oakwood Infant School	Community school	206	180
					114.44%
		Total		503	540
					98.47%
<i>Rural South and Villages</i>		Schools	Type of school	Pupils	Capacity
					% Full
		Mayhill Junior School	Community school	240	260
					92.31%
		Buryfields Infant School	Community school	177	180
					98.33%
		Long Sutton Primary School	Voluntary controlled school	94	140
					67.14%
		Crondall Primary School	Academy converter	182	210
					86.67%
		Total		693	790
					86.11%
Existing Planned Projects	Authority Wide	- Hartland village development of 1,500 homes in Fleet will include a 2fe primary school, this will take the total number of mainstream Primary Schools in Hart to 30. - The Hartland Primary School project involves the delivery of a 2 Form Entry primary school, with potential for a 0.5FE expansion if required, at Hartland Village in Fleet. The project is currently underway, with the contractor on site completing set up and groundworks. It is being delivered by Hampshire County Council (HCC) Children's Services and HCC Property Services and is associated with the Hartland Village (BSE) development. The school is scheduled to open in September 2027, with a total cost of £14.4 million, of which £7.5 million (index linked) is secured through Section 106 funding.			
Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)			
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)			
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)			
<i>Hook</i>		(To be populated in the Part Two IDP)			

<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• Hampshire School Places Plan 2026 – 2030 (2025), Hampshire County Council • Get Information About Schools (2026), GOV.UK
Associated Mapping		• A.15 shows a map of educational facilities across Hart.

Secondary Schools

Infrastructure Topic		Education and Social Infrastructure
Sub Topic		Secondary Schools
Infrastructure Delivery	Authority Wide	- Hampshire County Council (HCC) is the local education authority with statutory responsibility for education across the county. This includes secondary education for children between the ages of 11 and 16 years old (Key Stages 3 and 4). HCC has a legal duty to secure sufficient school places within its area so that every child who needs one can access a suitable school. - HCC fulfils these responsibilities by: - Forecasting and analysing the demand for school place to maintain an appropriate balance between short-term supply and demand - Commissioning and negotiating the right number of places with academies and other own admitting authority (OAAs) schools (such as academies, voluntary aided and foundation schools that set their own admission policies) - Securing appropriate mitigation for new development - Undertaking longer term strategic planning to ensure sufficient education infrastructure is identified within Local Plans to meet long term needs - HCC produced a school places Plan 2026-2030 to assess projected demand for school places over the next 5 years.
Current Provision	Authority Wide	- As of 2026, there were and 5 mainstream secondary schools within the district's administrative area. - Schools include: 2 academies 3 community schools - In 2026, 4,913 pupils were in Hart's secondary schools from year 7 to year 14. Secondary schools were at 91.66% capacity in 2026. - A.15 sets out the geographical distribution of education facilities in Hart.
Existing Issues / Opportunities	Authority Wide	- There was capacity deficit at the district wide scale in October 2025, however this is forecast to be in surplus of 7.65% by October 2030. This is due to an estimated decrease in pupil demand for secondary schools across Hart over this period. - There is no specific % surplus the council has set as an aim to maintain to accommodate growth, including managing any possible temporary peak in school place demand associated with growth. If any peak in demand is not managed the district may have to provide even more school places that could then become surplus in the future. - Secondary school places are more difficult to predict and manage. The uncertainty associated with secondary school place pressures is exacerbated by parental preference and the fact that older pupils of secondary age are prepared to travel further to their school of their preference. Whereas with the larger housing developments over a certain size, a new secondary school is feasible, expansion of 'nearby' schools and the retention of surplus places will be essential in managing the temporary pressure. This may also require further consideration of cross-boundary pupil flows. - The County Council's forecasting model is updated regularly to reflect the most up-to-date information, including birth trends, vaccination data, housing completions and occupations, and patterns of pupil movement. Whilst some planning areas may show overall surplus capacity, this does not apply uniformly across all schools within that area. It should not be assumed that capacity exists locally, as the

		schools most directly impacted by new development may already be full or operating close to capacity.				
Blackwater and Yateley		Schools	Type of school	Pupils	Capacity	% Full
		Frogmore Community College	Academy converter	702	939	74.76%
		Yateley School	Community school	1329	1462	90.90%
		Total		2031	2401	82.83%
Fleet and Church Crookham		Schools	Type of school	Pupils	Capacity	% Full
		Calthorpe Park School	Community school	430	450	95.56%
		Court Moor School	Community school	1133	1140	99.39%
		Total		1563	1590	97.47%
Hook		• N/A				
Rural North and Villages		• N/A				
Rural South and Villages		Schools	Type of school	Pupils	Capacity	% Full
		Robert May's School	Academy converter	1319	1350	97.70%
		Total		1319	1350	97.70%
Existing Planned Projects	Authority Wide	• None identified				
Infrastructure required to Support Growth	Authority Wide	• What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? • (To be populated in the Part Two IDP)				
Blackwater and Yateley		• (To be populated in the Part Two IDP)				
Fleet and Church Crookham		• (To be populated in the Part Two IDP)				
Hook		• (To be populated in the Part Two IDP)				
Rural North and Villages		• (To be populated in the Part Two IDP)				
Rural South and Villages		• (To be populated in the Part Two IDP)				
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)				
Further commentary	Authority Wide					
Data / Document Sources		• Hampshire School Plan 2026 – 2030 (2025), Hampshire County Council • Get Information About Schools (2026), GOV.UK				
Associated Mapping		• A.15 shows a map of educational facilities across Hart.				

Special Educational Needs and/or Disabilities (SEND)

Infrastructure Topic		Education and Social Infrastructure
Sub Topic		Special Educational Needs and/or Disabilities (SEND)
Infrastructure Delivery	Authority Wide	- Special Educational Needs and/or Disabilities (SEND) provision is for those with complex medical conditions, profound and multiple learning difficulties, severe learning difficulties and those with an autistic spectrum condition. - Hampshire County Council and the NHS Hampshire and Isle of Wight Integrated Care Board share joint responsibility and accountability for planning and commissioning services that meet the needs of children and young people with SEND in Hampshire. - The Hampshire SEN Strategy 2020 to 2024 has now expired and has not been refreshed. - The Hampshire Local Area Partnership Strategy, Action Plan and Self Evaluation (2024). - Provision is made up of dedicated SEND schools and by SEND departments which operate within mainstream schools and other facilities. - Education, Health and Care Plans (EHCPs) must be prepared for children and young people with more complex needs. EHCP plans can continue up to the age of 25, provided that the individual remains in some form of education or training. - SEN Inclusion Fund (SENIF) is available for all eligible 9 month to 4 year olds. This is intended to support local authorities to work with providers to address the needs of individual children with SNE. - Early Years Pupil Premium (EYPP) provides extra government funding to nurseries, childminders and schools to improve outcomes for disadvantaged children aged 9 months to 4 years who are eligible for funded early education. A child is eligible for the Early Years Pupil Premium if they receive funded early education and their parent or carer receives certain qualifying benefits, or if the child is looked after by a local authority or has left care through adoption, a special guardianship order, or a child arrangements order.
Current Provision	Authority Wide	- The Hampshire County Council Childcare Sufficiency Assessment (2025) found the number of SEND children has risen from 206 in 2021 to 346 in 2025, with 335 in in early years and 11 in school. Of these 346 children, 261 receive support for speech and language support, 76 for complex other SEND, 43 for Mental Health (SEMH) issues, and 27 for complex health needs. Some of these may experience multiple support types. - Data from the GOV.UK (2026) found 23 Children and Young People in Hart received SEND provision in an Educational Setting. This suggests the numbers of SEND children in school continues to rise. - There are 3 schools in Hart that provide resourced provision for (ASD) Autistic Spectrum Disorder, 2 primary schools and 1 secondary school. - The majority of the SEND provision is in neighbouring Farnborough, located in Rushmoor Borough Council. Farnborough has one Nursery with SEN provision, 4 primary schools and 2 secondary schools with resourced provision, 2 special schools and 2 College with Post-16 provision.
Existing Issues / Opportunities	Authority Wide	There are increasing growth in numbers of children with SEND since government regulation was reformed in 2014. Due to greater awareness of SEND among staff and families, aided by national initiatives and local authorities. Changes to assessment and

		diagnostic criteria and the broadening spectrum for autism will have resulted in more children receiving EHCPs. - The data also shows a significant upward trend in SEND children in early years education suggesting a need for increased resources and support in these settings. - The significant number of children in Hart requiring specialised support for speech and language delays, highlights a need for increased provision of these support services. - An issue with EYPP is funding to providers is reliant on parents confirming their eligibility to providers which can be challenging if parents don't want to identify as claiming benefits. Providers should therefore positively and sensitively promote the benefits of EYPP eligibility to parents to raise awareness and maximise uptake. - Where the Hampshire SEN Strategy 2020 to 2024 has now expired and has not been refreshed, a lack of strategic planning could increase the potential for longer-term issues relating to poor place planning.															
Blackwater and Yateley		N/A															
Fleet and Church Crookham		<table><tr><th>Provision Type</th><th>Schools</th><th>Type of provision</th><th>Pupils</th><th>Capacity</th></tr><tr><td>Resourced Provision in Primary Education</td><td>Fleet Infant School</td><td>ASD - Autistic Spectrum Disorder</td><td>7</td><td>9</td></tr><tr><td>Resourced Provision in Primary Education</td><td>Velmead Junior School</td><td>ASD - Autistic Spectrum Disorder</td><td>4</td><td>12</td></tr></table>	Provision Type	Schools	Type of provision	Pupils	Capacity	Resourced Provision in Primary Education	Fleet Infant School	ASD - Autistic Spectrum Disorder	7	9	Resourced Provision in Primary Education	Velmead Junior School	ASD - Autistic Spectrum Disorder	4	12
Provision Type	Schools	Type of provision	Pupils	Capacity													
Resourced Provision in Primary Education	Fleet Infant School	ASD - Autistic Spectrum Disorder	7	9													
Resourced Provision in Primary Education	Velmead Junior School	ASD - Autistic Spectrum Disorder	4	12													
Hook		<table><tr><th>Provision Type</th><th>Schools</th><th>Type of provision</th><th>Pupils</th><th>Capacity</th></tr><tr><td>Resourced Provision in Secondary Education</td><td>Robert May's School</td><td>ASD - Autistic Spectrum Disorder</td><td>12</td><td>14</td></tr></table>	Provision Type	Schools	Type of provision	Pupils	Capacity	Resourced Provision in Secondary Education	Robert May's School	ASD - Autistic Spectrum Disorder	12	14					
Provision Type	Schools	Type of provision	Pupils	Capacity													
Resourced Provision in Secondary Education	Robert May's School	ASD - Autistic Spectrum Disorder	12	14													
Rural North and Villages		N/A															
Rural South and Villages		N/A															
Existing Planned Projects	Authority Wide	None identified															
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)															
Blackwater and Yateley		(To be populated in the Part Two IDP)															
Fleet and Church Crookham		(To be populated in the Part Two IDP)															
Hook		(To be populated in the Part Two IDP)															
Rural North and Villages		(To be populated in the Part Two IDP)															
Rural South and Villages		(To be populated in the Part Two IDP)															

Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• Hampshire SEN Strategy 2020-23 (2020), Hampshire County Council • SEN Provision in Hart and Rushmoor (2025), Hampshire County Council • Get Information About Schools (2026), GOV.UK • Early years pupil premium: guide for local authorities (2025), Department for Education
Associated Mapping		• No mapping data.

Further & Higher Education

Infrastructure Topic		Education and Social Infrastructure
Sub Topic		Further & Higher Education
Infrastructure Delivery	Authority Wide	Further Education - Further education provision encompasses all post-school education, outside of the higher education sector (see below), as well as adult and lifelong learning. Further education helps to prepare students for higher education, but also teaches technical skills, vocational training, and preparing learners for the workforce. - Provision of further education is the responsibility of the Department for Education, although HCC has a local role in terms of adult education provision. - Post-16 providers offer education pathways to HCC students, including sixth forms in mainstream and SEND schools, colleges, and training and education provided in partnership with employers and other providers. Higher Education - Higher education is tertiary education that is generally facilitated through universities. It covers a broad array of qualifications, including foundation degree courses, Higher National Certificates and Higher National Diplomas, bachelor's degrees and postgraduate degrees. - The Office for Students (OfS) oversees higher education provision in England. - Hampshire Futures supports pathways into university through impartial careers guidance, application support, and progression planning.
Current Provision	Authority Wide	Further Education - Further education in Hart is provided by one sixth form at Yateley School. The remaining provision of further education is provided outside of the district. This is supported by the Calthorpe Park School (Fleet) 2024-2025 Destination Data survey which found the majority of leavers went on to The Sixth Form College Farnborough, Farnborough College of Technology and Basingstoke College of Technology. - The Hart Campus, Farnborough College of Technology delivers Level 2–3 further education and professional qualifications aimed primarily at adult learners, including those retraining, upskilling or returning to education. The offer is mainly part-time and classroom-based, with a focus on professional and service-sector subjects such as accounting and counselling rather than workshop-based or technical training and operates as an extension of the College rather than a standalone FE institution. - Adult learning delivered in Fleet and Yateley libraries is a free service for adults aged 19+, delivered by Hampshire County Council's Participation and Lifelong Learning Service, offering face-to-face and online courses that build skills, confidence and wellbeing, and support progression into further learning, employment and stronger communities. Higher Education - Higher-level study at the Hart Campus is provided through University Centre Farnborough, the higher-education arm of Farnborough College of Technology. This includes Level 4 and above qualifications, such as HNCs, foundation degrees and degree-level professional programmes, with awards validated by the University of Surrey. The HE provisions mirror the campus's adult-focused, flexible model, offering small-scale, classroom-based study within shared facilities and governance arrangements rather than a separate university campus. - Hampshire Learns provides adult community learning courses for free for Hampshire residents aged 19 and over, to build skills, confidence

		and wellbeing and support progression into further learning or employment. Hampshire Futures is Hampshire County Council's service that provides careers advice and targeted participation support to help young people progress into further education, training, apprenticeships, or employment and stay engaged post-16.
Existing Issues / Opportunities	Authority Wide	Further and Higher Education is delivered across a much wider area rather than within settlements, therefore the key consideration is to ensure that the service demands arising from development are met.
<i>Blackwater and Yateley</i>		See 'Authority Wide'
<i>Fleet and Church Crookham</i>		See 'Authority Wide'
<i>Hook</i>		See 'Authority Wide'
<i>Rural North and Villages</i>		See 'Authority Wide'
<i>Rural South and Villages</i>		See 'Authority Wide'
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Yateley</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		- Employment and skills (2026), Hart District Council - Careers - Information for young people (2026), Hampshire County Council - Calthorpe Park School 2024-25 Destination Data (2025), Calthorpe Park School
Associated Mapping		No mapping data within the district.

Community Centres

Infrastructure Topic		Community and Civic Facilities
Sub Topic		Community Centres
Infrastructure Delivery	Authority Wide	- Parish Councils and the District Council are responsible for planning and delivering of community centres and spaces in Hart. - In Hart, 50 community centres and village halls are part of Hampshire Community Buildings Service which is run by Action Hampshire offering peer support to manage and maintain village halls and community centres. - In some cases, registered charities manage and maintain community centres such as Yateley Village Hall which is the run by the Starburst Foundation, or the Victoria Hall Charity in Hartley Wintney.
Current Provision	Authority Wide	- A list of the existing provision of community centres is set out below by IDP Sub Area. This list is not exhaustive as no central database of facilities is available to inform the IDP. - Hart District is focusing its community infrastructure on new residential developments, with the newest addition being the Hareshill Community Hub in Fleet. The district's master plan includes mixed-use regeneration and new facilities, heavily supported by developer contributions and localised parish and neighbourhood plans.
Existing Issues / Opportunities	Authority Wide	- Community centres differ in definition, scale and services offered but are assumed to include facilities which have a primary function to provide a shared space for the local community to meet and hold events. New community centres are typically provided with a wider remit and would be co-located with other services through multiple purpose facilities. - Large number and type of community centres exist across the district with the majority of facilities located across the urban area, typically in a central location within an existing community. These facilities vary in terms of age, quality and accessibility. - There is a mixture of straight forward community centres but also wider community facilities which include a community centre function (for example a leisure and community centre or a library-based community hub or 'Welcome space'). - Centres are run primarily by the council and parish councils, but also supported by centres run by independent groups, charities, volunteers and leisure operators.
<i>Blackwater and Yateley</i>		- There are 6 community centres/buildings found across Blackwater and Yateley: - Hawley Memorial Hall & Leisure Centre - Trinity Hall - The Blackwater Centre - Darby Green Centre - Monteagle Community Centre - Yateley Village Hall (run by the Starburst Foundation)
<i>Fleet and Church Crookham</i>		- There are 8 community centres/buildings found across Fleet and Church Crookham: - Ancells Farm Community Centre - The Key Centre - Hareshill Community Centre - Crookham War Memorial Hall - Church Crookham Community Centre - Zebon Centre

		• Women's Institute Hall • The Harlington
<i>Hook</i>		• There are 5 community centres/buildings found across Hook: • Hook Community Centre • Elizabeth Hall • Hart Neighbourhood Centre • Eversley Village Hall • Greywell Village Hall
<i>Rural North and Villages</i>		• There are 5 community centres/buildings found across Rural North and Villages: • Victoria & Jubilee Halls • Lucy Pygott Centre • Heckfield Memorial Hall • Winchfield Village Hall • Rotherwick Village Hall
<i>Rural South and Villages</i>		• There are 7 community centres/buildings found across Rural South and Villages: • North Warnborough Village Hall • The Bridewell Community Hub • The Baker Hall • The Ridley Hall • Crondall Village Hall • Ewshot Village Hall • Long Sutton Village Hall
Existing Planned Projects	Authority Wide	• None identified
Infrastructure required to Support Growth	Authority Wide	• What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? • (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• Hampshire Community Buildings Service (2026), Hart Voluntary Action • Parish Councils Websites • A new community hub for Hareshill (2024), Hart District Council
Associated Mapping		• No mapping data available.

Libraries

Infrastructure Topic		Community and Civic Facilities
Sub Topic		Libraries
Infrastructure Delivery	Authority Wide	- Hampshire County Council, is the Local Libraries Authority for Hart, responsible for the statutory provision of libraries in Hart under the Public Libraries and Museums Act 1964. - The HCC Committee meeting on HCC Library Service Transformation Strategy to 2025, which endorsed £1.76 million savings which included reduced hours, with some libraries becoming independent community managed libraries, and the closure of 8 libraries including the closure of Odiham Library in 2020.
Current Provision	Authority Wide	- There are just 2 Core Libraries provided by Hampshire County Council Fleet and Yateley Libraries, these are shown at A.16. - The opening hours vary; however, they are mainly open Monday-Saturday
Existing Issues / Opportunities	Authority Wide	- Only 2 of the 5 sub-areas have a core library, leaving the remaining sub-areas underprovided. - This situation was worsened by the closure of Odiham library in 2020. Although, a community run book exchange has been set up in its place.
<i>Blackwater and Yateley</i>		There is one library in Blackwater and Yateley: Yateley Library
<i>Fleet and Church Crookham</i>		There is one library in Fleet and Church Crookham: Fleet Library
<i>Hook</i>		N/A
<i>Rural North and Villages</i>		N/A
<i>Rural South and Villages</i>		N/A
Existing Planned Projects	Authority Wide	None identified.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		- Public Libraries and Museums Act 1964 - Library Service (2025), Hampshire County Council

		• Welcoming spaces (2026), Hart District Council
Associated Mapping		• A.16 shows map showing libraries and places of worship

Places of Worship

Infrastructure Topic		Community and Civic Centres
Sub Topic		Places of Worship
Infrastructure Delivery	Authority Wide	- The provision of places of worship is the responsibility of religious groups based on their own needs. - Places of worship within Hart are generally managed and owned by individual faith groups. In certain cases, religious organisations operate from leased or rented spaces within community halls or other shared-use buildings.
Current Provision	Authority Wide	- There were 40 places of worship in Hart in July 2026 according to Ordnance Survey data. - A.16 shows a map libraries and places of worship across Hart.
Existing Issues / Opportunities	Authority Wide	There are currently no identified issues or opportunities.
<i>Blackwater and Yateley</i>		4 places of worship
<i>Fleet and Church Crookham</i>		11 places of worship
<i>Hook</i>		3 places of worship
<i>Rural North and Villages</i>		10 places of worship
<i>Rural South and Villages</i>		12 places of worship
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		OS Open Local data – Important Buildings
Associated Mapping		A.16 shows a map showing libraries and places of worship.

Cemeteries

Infrastructure Topic		Community and Civic Centres
Sub Topic		Cemetries
Infrastructure Delivery	Authority Wide	- Many active public and burial provision cemeteries in Hart are run by Town or Parish Councils. A few churches have their own cemetery such as Fleet Baptist Church and Long Sutton. - There are various cemeteries and churchyards, including disused churchyards and other burial grounds, in Hart. - HDCs Closed Churchyards Protocol explains that when a churchyard is formally closed and the parish/town council does not take on responsibility, the maintenance obligation passes to Hart District Council.
Current Provision	Authority Wide	- There are 27 cemeteries and churchyards in Hart. - The specific cemeteries and burial grounds managed by individual parish councils include: - Fleet: Fleet Cemetery (Richard Close), owned by Fleet Town Council - Yateley: Heathlands Cemetery, managed by Yateley Town Council - Odiham: Odiham Cemetery, managed by Odiham Parish Council - Hartley Wintney: Hartley Wintney Burial Ground (Church Lane) - Crondall: Crondall Burial Ground (The Street), inter-denominational burial ground - Eversley: Eversley Burial Ground - HDC is responsible for the ongoing upkeep and maintenance of four closed churchyards where no new burial can take place: - Saint Peter's, Yateley - Saint Mary's, Ewshot - Saint Mary's, Eversley - All Saints, Crondall
Existing Issues / Opportunities	Authority Wide	Burial sites have finites capacity so there is a continuous demand for more space.
<i>Blackwater and Yateley</i>		See 'Authority Wide'
<i>Fleet and Church Crookham</i>		See 'Authority Wide'
<i>Hook</i>		See 'Authority Wide'
<i>Rural North and Villages</i>		See 'Authority Wide'
<i>Rural South and Villages</i>		See 'Authority Wide'
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)

<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		- Parish Council Websites (2026) - Closed Churchyards Protocol, Paper C Appendix 1 (2015), Hart District Council
Associated Mapping		No mapping data available.

Healthcare and emergency services

Primary Healthcare

Infrastructure Topic		Healthcare and emergency services															
Sub Topic		Primary Healthcare and Public Health															
Infrastructure Delivery	Authority Wide	- Primary healthcare provision is designed to be the first point of contact in the healthcare system; this includes general practice, dentistry, pharmacies and optician provisions. - The Hampshire and Isle of White (HloW ICB) replaced the clinical commissioning group in 2022. HloW ICB is responsible for planning and commissioning primary care eservices to a population of 1.92 million, including Hart. The HWE ICB is also responsible for emergency and urgent care, community nursing, mental health support, rehabilitative care, hospital care and continuing healthcare. - Hampshire and Isle of Wight ICB is actively developing “neighbourhood health” as part of the NHS 10-Year Plan, focusing on integrated, community-based care delivered through multidisciplinary neighbourhood teams rather than standalone buildings and services. The ICB is defining around 24 neighbourhood areas across Hampshire and expanding integrated teams and local health hubs that bring services together and shift care closer to home, with future estate plans expected to include neighbourhood health centres where appropriate. There are currently no confirmed or announced NHS neighbourhood health centres.															
Current Provision	Authority Wide	- There are four Primary Care Networks (PCN) which operate in Hart: Fleet PCN, Yateley PCN, Mosaic PCN and Whitewater Loddon PCN. PCNs are groupings of GP Practices which collaborate to find efficiencies and deliver improved outcomes for patients. Whilst largely GP related, these also enable improved coordination for a range of health and social care services, including GPs, pharmacies, district nurses, physiotherapists, physician associate, as well as staff working in social care or the voluntary sector. - According to ONS data from October 2024, Hart has 9 surgeries and 8.86 GPs per 100,000 people (shown in the map at A.17). Table – Existing Healthcare Facilities <table> <tr> <th>Practice</th><th>Primary Care Network (PCN)</th><th>% Capacity as of April 2026</th></tr> <tr> <td>Crondall New Surgery</td><td>Fleet PCN</td><td>167.24% (2,418 patients over capacity)</td></tr> <tr> <td>Hart Health Partnership: Branksomewood Health Centre</td><td>Fleet PCN</td><td>129.07% (2,689 patients over capacity)</td></tr> <tr> <td>Hart Health Partnership: Fleet Medical Centre</td><td>Fleet PCN</td><td>128.62% (3,534 patients over capacity)</td></tr> <tr> <td>Richmond Surgery</td><td>Fleet PCN</td><td>243.34% (8,963 patients over capacity)</td></tr> </table>	Practice	Primary Care Network (PCN)	% Capacity as of April 2026	Crondall New Surgery	Fleet PCN	167.24% (2,418 patients over capacity)	Hart Health Partnership: Branksomewood Health Centre	Fleet PCN	129.07% (2,689 patients over capacity)	Hart Health Partnership: Fleet Medical Centre	Fleet PCN	128.62% (3,534 patients over capacity)	Richmond Surgery	Fleet PCN	243.34% (8,963 patients over capacity)
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		Oakley Health Group: Hartley Corner Surgery	Yateley PCN	155.48% (3,298 patients over capacity)
		Oakley Health Group: Monteagle Surgery	Yateley PCN	155.47% (2,473 patients over capacity)
		Oakley Health Group: Royal Oak Wellbeing Hub	Yateley PCN	155.49% (1,673 patients over capacity)
		Oakley Health Group: Yateley Medical Centre	Yateley PCN	155.48% (3,189 patients over capacity)
		Whitewater Health: Hartley Wintney Surgery	Whitewater Loddon	106.28% (351 patients over capacity)
		Whitewater Health: Hook Surgery	Whitewater Loddon	106.29% (714 patients over capacity)
		Odiham Health Centre	Mosaic Healthcare	77.24% (centre is under capacity)
		• Odiham health centre is the only practice which is undercapacity across Hart District. • There are 13 dentist practices in Hart District offering NHS Dental Services		
		Dental Practices		
		Acorn Orthodontics	The Link Dental Surgery	
		Fleet Dental Centre	King Street Dental Practice	
		Bupa Dental Care, Fleet	Hook Dental	
		Heath Dental Practice	Dentalcare Hook	
		Elvetham Road Dental Care	Miss SA Shawkat Dentist	
		Verne Dental Centre	Rensburg Pty Limited	
		Quaintways Cottage Dental Surgery		
		• There are 8 opticians in Hart District:		
		Opticians		
		John Harwood Optometrist	The Opticians	
		Specsavers Opticians and Audiologists (Fleet)	Brown & White (Opticians) Ltd (Hook)	
		Boots (Fleet)	Brown & White (Opticians) Ltd (Fleet)	
		Leightons Opticians & Hearing Care	Forsight	
		• There are 18 pharmacies across Hart District according to the NHS directory, equating to 17.45 per 100,000 people (based on the ONS 2024 mid-year population estimate of 103,162 people). This is broadly aligned with national averages for rural areas.		

Existing Issues / Opportunities	Authority Wide	- Healthcare demand continues to increase due to population growth, an ageing demographic, and more complex health needs. There are 29,302 patients over the primary care capacity, 10 out of 11 primary care practices operating overcapacity. This is placing sustained pressure on workforce capacity and limiting access to timely care. - National policy is moving toward integrated, neighbourhood health services and centres, which aim to bring together GPs, community services, and wider support (e.g. mental health, social care and voluntary sector services) within local hubs. This presents an opportunity to improve accessibility, prevention, and care coordination, but requires fundamentally different estate models. - There is no significant NHS capital funding available for primary healthcare facilities, meaning that any substantial extensions, relocations, or new premises will rely heavily on developer contributions. Limited capital funding for primary care infrastructure - Primary care premises are typically independently owned or leased, rather than directly managed by the NHS or ICBs. This fragmentation can make strategic planning, co-location, and delivery of integrated neighbourhood hubs more complex. - The role of ICBs is evolving, and it remains unclear whether they will retain long-term responsibility for primary care commissioning. This creates uncertainty for planning and investment decisions, particularly for longer-term estate strategies. - Under national NHS proposals, new neighbourhood service providers are expected to take on a more central role in delivering integrated local services. These organisations (yet to be fully defined) will likely influence future service models, estate requirements, and investment priorities, and will need to be actively engaged in planning.
<i>Blackwater and Yateley</i>		4 GP surgery 2 NHS dental practices 1 optician 6 pharmacies
<i>Fleet and Church Crookham</i>		3 GP surgeries 6 NHS dental practices 5 opticians 8 pharmacies
<i>Hook</i>		1 GP surgeries 1 NHS dental practices 1 optician 2 pharmacies
<i>Rural North and Villages</i>		1 GP surgeries 2 NHS dental practices 1 pharmacy
<i>Rural South and Villages</i>		2 GP surgeries 1 NHS dental practices 1 pharmacy
Existing Planned Projects	Authority Wide	Contains identified projects: The Whitewater Health: Hartley Wintney Surgery project involves the internal reconfiguration of the existing GP surgery to create additional clinical space. The scheme is currently awaiting construction and is located at Hartley Wintney Surgery. It is being delivered by NHSE, HloW ICB and Whitewater Health, with funding of £360,000 fully

		secured through the NHS Utilisation and Modernisation Fund. Delivery is planned for 2026/27. The Hart Health: Branksomewood Health Centre project also proposes the internal reconfiguration of a GP surgery to increase clinical space at Branksomewood Health Centre. The scheme is currently at the bid stage and has not yet been approved for funding. It is being promoted by NHSE, HloW ICB and Hart Health, with costs and funding levels to be confirmed. If approved, delivery is anticipated in 2026/27 and would be supported through the NHS Utilisation and Modernisation Fund.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		- Patients Registered at a GP Practice (2026), NHS England - Laying the foundations for neighbourhood health across Hampshire and the Isle of Wight (2026), HloW ICB - Find a Dentist (2026), NHS - Find an NHS sight test (2026), NHS - Find a pharmacy (2026), NHS - Population estimates for England and Wales: mid-2024 (2024), ONS
Associated Mapping		A.17 shows map of healthcare and emergency services across Hart District.

Acute and Mental Healthcare

Infrastructure Topic		Healthcare and emergency services
Sub Topic		Acute and Mental Healthcare
Infrastructure Delivery	Authority Wide	Acute Healthcare - Acute care refers to short-term treatment, usually in a hospital, for patients with any kind of physical or mental health illness or injury. - The NHS Hampshire and Isle of White Integrated Care Board (HloW ICB) came into being in 2022, taking over health and care service-related planning from the previous clinical commissioning group. North East Hampshire (which covers Rushmoor and part of Hart District councils) was transferred from NHS Frimley ICB to NHS HloW ICB on 1 April 2026. - HloW ICB are responsible for planning and funding for hospital services; however, hospital provider trusts such as Hampshire Hospitals NHS Foundation Trust and Frimley Health NHS Foundation Trust are responsible for the operational management of hospitals servicing Hart. Mental Healthcare - Two NHS Foundation Trusts deliver a range of community-based, inpatient, crisis, therapeutic and specialist services for Hart. GP registration determines which NHS Foundation Trust is responsible for care. - Mental health services for Surrey and Borders Partnership NHS Foundation trust support for people of all ages, offering help for issues such as anxiety, depression, and crisis situations through both self-referral and GP referral. Support includes a 24/7 crisis line, Safe Havens for in-person or virtual support, and services like Mind Matters Surrey for talking therapies, Recovery College courses, and peer support through Service User Network. Additional care is available via GP-linked services Mental Health Integrated Community Service (MHICS), as well as specialist and referral-based services for adults, children, and young people, ensuring accessible, community-based, and person-centred mental health support. - HloW NHS Foundation Trust provides a wide range of mental health services across community and inpatient settings, tailored to individual needs through condition-specific care pathways. Services include adult and older people's community and inpatient care, crisis teams, early intervention in psychosis, eating disorder support, personality disorder services, perinatal care, memory clinics, and rehabilitation. They also offer specialist support such as psychiatric liaison, talking therapies, and crisis triage via NHS 111, alongside dedicated inpatient care for young people aged 12–18 at Serenity Path Hospital. - The NHS works in partnership with private sector providers such as Priory Healthcare, to deliver NHS funded mental health services through combined care pathways. The ICB refer patients into Priory services across a range of provisions including acute inpatient care, secure services, rehabilitation and recovery, CAMHS, and learning disability and autism support. The partnership is supported by Priory's 24/7 referral system, real-time bed availability and coordinated care pathways.
Current Provision	Authority Wide	Acute Healthcare There are no acute NHS Hospitals in Hart, only a community hospital offering some outpatient services at Fleet Hospital. Acute provision is provided from elsewhere in Hampshire and over the border in Surrey. The Hampshire Hospitals NHS Foundation Trust runs the Basingstoke and North Hampshire Hospital to the west of Hart. To the northeast in

		Surrey the Frimley Health NHS Foundation Trust has the Frimley Park Hospital and Farnham Hospital. • The Odiham Cottage Hospital is community owned, providing a range of mostly outpatient services for local residents at the hospital and in the community. • Minor injuries and urgent treatment centres are a form of acute healthcare provision; however, the nearest service is found in Frimley Park Hospital, or Basingstoke and North Hampshire Hospital; outside of Hart. Mental Healthcare • Hampshire and Isle of Wight Healthcare NHS Foundation Trust cover mental health patients from GP surgery patients in: Hook, Hartley Wintney, and Odiham. • Surrey and Borders Partnership NHS Foundation Trust cover mental health patients GP surgery patients in: Fleet, Crondall, and Yateley. • The Priory Hospital Mildmay Oaks in Hook supports the NHS by providing low secure inpatient services and level 2 rehabilitation (recovery) care for adults with complex mental health needs, alongside specialist support for people with learning disabilities and autism and CAMHS (children and adolescent mental health services).
Existing Issues / Opportunities	Authority Wide	• The NHS Hampshire and Isle of White Integrated Care Board (HloW ICB) Our Five-Year Plan (2026) sets out the current issues and opportunities: Acute Healthcare • Sustained pressure on urgent and emergency care services is reflected in high emergency demand, poor patient flow, ambulance handover delays and continuing challenges in achieving emergency care performance standards. • Population growth, ageing and increasing frailty are driving rising demand, creating significant pressure on inpatient, outpatient and diagnostic services while increasing the prevalence of long-term conditions. • Move more care from hospitals into neighbourhood and community settings to reduce avoidable admissions, improve access and support people closer to home. • Increase intermediate care, rehabilitation and discharge capacity to improve patient flow and reduce demand for acute hospital beds. • Develop and modernise acute, diagnostic and urgent care estate including community diagnostic centres, neighbourhood hubs and facilities that support future population growth and service demand. • Currently, 6 in 10 patients at both the Hampshire Hospitals NHS Foundation Trust and Frimley Health NHS Foundation Trust are currently seen within the 18-week referral-to-treatment target. The NHS constitutional standard is 9 in 10 (92%), suggesting that both are behind targets. Mental healthcare • Mental health services are facing capacity constraints across community, crisis and inpatient settings, creating pressure throughout the care pathway. • Autism and ADHD diagnostic services are experiencing significant demand pressures, creating challenges in providing timely access to assessment and support. • Existing mental health infrastructure and crisis pathways are not consistently meeting demand, contributing to variation in access and reliance on inpatient care.

		• Increase crisis care and admission-avoidance infrastructure, including recovery houses and alternative crisis accommodation that reduces demand for inpatient beds. • Modernise and reconfigure mental health inpatient and rehabilitation facilities to provide appropriate capacity, improve patient environments and better meet future demand.
<i>Blackwater and Yateley</i>		• N/A
<i>Fleet and Church Crookham</i>		• Fleet Hospital (outpatient services)
<i>Hook</i>		• Priory Hospital Mildmay Oaks (see Current Provision for more details)
<i>Rural North and Villages</i>		• N/A
<i>Rural South and Villages</i>		• N/A
Existing Planned Projects	Authority Wide	• None identified
Infrastructure required to Support Growth	Authority Wide	• What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? • (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• About Us (2026), HloW ICB • Changes to Integrated Care Boards (ICBs) (2026) NHS • Hart District Council Mental Health Support (2026), Hart District Council • Working in partnership with the NHS (2026), Priory Healthcare • Out Five-Year Plan (2026), Hampshire and Isle of Wight ICB
Associated Mapping		• A.17 shows map of healthcare and emergency services across Hart District.

Social Care

Infrastructure Topic		Healthcare and emergency services
Sub Topic		Social Care
Infrastructure Delivery	Authority Wide	• Social care, within the context of the NHS, is a broad term encompassing services and support that help individuals and families maintain their independence and well-being, particularly when facing challenges related to health, disability, or social circumstances. • Adult social care is part of a complex system of services and support – including the NHS, the Integrated Care System (ICS), and local authorities. Hart District Council are responsible for elements of social care infrastructure, including planning (development management and strategic planning). Hampshire County Council are responsible for the commissioning of social care provisions and managing service delivery. • Infrastructures within this topic include nursing homes for older people, residential care homes, residential homes for people with learning disabilities, sheltered housing, supported living centres, supported housing centres, adult social care centres, children and family centres and residential accommodation for children with disabilities. • Current strategic priorities for health and wellbeing focus on preventative healthcare measures, aimed at improving the mental and physical health outcomes of the public, to minimise the need for more reactive treatments and solutions.
Current Provision	Authority Wide	• There are 14 private care homes in Hart, all run privately, offering homes with and without care or both. The homes cover a variety of resident needs including old age, dementia, learning disabilities, and mental health conditions. • Due to a range of delivery partners and a lack of data, baseline information on the provision of wider social care services is less complete than comparative infrastructures.
Existing Issues / Opportunities	Authority Wide	• The Adults' Health and Care five year Strategy (2023), Hampshire County Council outlines several key issues in the social care sector in the county: • Hampshire faces growing demand due to an ageing population, with over 80,000 more people aged 65+ expected, alongside rising levels of complex conditions such as dementia and mental health needs. There is also an increase in younger people with disabilities transitioning into adult social care, adding further pressure. • Adult social care is operating within reducing public funding, despite occasional short-term increases. This creates ongoing pressure to prioritise limited resources towards those with the greatest need, while still meeting statutory duties. • The sector is experiencing significant workforce shortages, worsened by competition from other industries and increasing care complexity. Demand for workers is rising rapidly, creating a major risk to service delivery and sustainability. • Care providers are facing financial, operational, and workforce challenges, leading to a volatile market with closures and turnover. The council must actively support and shape the market to ensure sufficient, quality provision. • There are intense pressures across the NHS and wider system, including hospital demand and workforce shortages. This increases the need for stronger integration between health and social care to maintain effective and coordinated services.

		- The Older Persons Specialist Accommodation Position Statement as of 27 January 2026 suggested net need to 2035 is as follows: - Housing for Older People – 232 units - Housing with care / extra care – 217 units - Residential / nursing care – 107 bedspaces - The data is from the Council commissioned Housing LIN (Housing Learning and Improvement Network – provided the information used in the SHMA) to check whether the SHMA figures for specialised accommodation were still robust.
<i>Blackwater and Yateley</i>		See 'Authority Wide'
<i>Fleet and Church Crookham</i>		See 'Authority Wide'
<i>Hook</i>		See 'Authority Wide'
<i>Rural North and Villages</i>		See 'Authority Wide'
<i>Rural South and Villages</i>		See 'Authority Wide'
Existing Planned Projects	Authority Wide	- Hart District Council is currently focusing on growing its specialist and supported housing stock rather than traditional care homes, with an anticipated demand for hundreds of older-person units by 2035. Key planning and development updates include: - Silverlea Care Home, Fleet (GU51 2RR): Approved on appeal December 2023, this development will deliver a 70-bed care home. - Former Grey House School Site, Hartley Wintney (RG27 8FW): A 65-bedroom care home and 4 care dwellings are currently under construction. - The Bell Inn, Blackwater (GU17 0NP): Planning permission was submitted for a 21P-bed dementia care home to be built on the site.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		- Adult Social Care: Connect to Support Hampshire (2026), Hampshire County Council - Adults' Health and Care five year Strategy (2023), Hampshire County Council Position Statement on the need for specialist and supported accommodation for older persons in Hart at 27 January 2026 (2026), Hart District Council

Associated Mapping		• No mapping data
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Ambulance

Infrastructure Topic		Healthcare and emergency services
Sub Topic		Ambulance
Infrastructure Delivery	Authority Wide	- Ambulance services within Hart District are primarily provided by South East Coast Ambulance Service (SECamb), which covers North East Hampshire, while South Central Ambulance Service NHS Foundation Trust (SCAS) is the statutory ambulance provider for the wider Hampshire area. - SCAS and SECamb delivers emergency, urgent and non-emergency ambulance services and works in partnership with other emergency services and local authorities to respond to incidents and support community resilience. - In October 2025, SCAS and SECamb announced plans to form a group model with shared leadership to improve collaboration, innovation, and efficiency, while remaining separate organisations that retain local accountability and service flexibility.
Current Provision	Authority Wide	- There are no ambulance stations in Hart. - SCAS has an ambulance resource centre in Basingstoke. - SECamb has: 1 ambulance station in Farnborough 2 ambulance community response posts in Farnborough and Aldershot
Existing Issues / Opportunities	Authority Wide	- In 2025, the Care Quality Commission (CQC) inspected the South East Coast Ambulance Service (SECamb) and rated the service as “Requires Improvement” overall. The report noted this was due to staffing levels not always matching demand, and weaknesses in staff support and culture. There were particularly inconsistent feelings of being listened to and limited confidence in speaking up within leadership structures. - In 2022, the Care Quality Commission (CQC) inspected the South Central Ambulance Service NHS Foundation Trust (SCAS) and rated the service as “Inadequate” overall. The service was rated inadequate due to serious failures in safety and governance, including poor safeguarding, ineffective incident management, staffing and training gaps, unsafe equipment and medicines management, long response delays, and a culture where concerns were not appropriately addressed or supported by leadership.
<i>Blackwater and Yateley</i>		See ‘Authority Wide’
<i>Fleet and Church Crookham</i>		See ‘Authority Wide’
<i>Hook</i>		See ‘Authority Wide’
<i>Rural North and Villages</i>		See ‘Authority Wide’
<i>Rural South and Villages</i>		See ‘Authority Wide’
Existing Planned Projects	Authority Wide	None identified.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)

<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• About us (2026), SECAmb • Our Locations (2026), SECAmb • Group Model (2026), SCAS
Associated Mapping		• No mapping data.

Fire and Rescue Services

Infrastructure Topic		Healthcare and emergency services
Sub Topic		Fire and Rescue Services
Infrastructure Delivery	Authority Wide	- The Hampshire and Isle of Wight Fire and Rescue Service (HIWFRS) provides fire and rescue services across Hampshire, including Hart District. The service is overseen by the Hampshire and Isle of Wight Fire and Rescue Authority, a statutory Combined Fire and Rescue Authority, of which Hampshire County Council is a constituent member. - HIWFRS has a Community Risk Management Plan they call our Safety Plan. This sets out the direction of our fire and rescue service over the next five years. It provides information on who we are as a service, the risks and challenges we face, the work that we carry out, and the steps that we take to prevent and respond to emergency situations.
Current Provision	Authority Wide	There are 4 fire stations in Hart in Fleet, Hartley Wintney, Odiham and Yateley (see map at A.17).
Existing Issues / Opportunities	Authority Wide	Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) 2023-2025 inspection of HIWFRS. The inspection found that although the service performs well in prevention and financial planning, it requires improvement due to weaknesses in mobilisation, workforce planning, resource availability (particularly on-call firefighters), and organisational culture, including poor communication, limited leadership visibility, and insufficient systems for managing risk-critical information. There is no indication that the improvement requirements include new infrastructure.
<i>Blackwater and Yateley</i>		Yateley Fire Station
<i>Fleet and Church Crookham</i>		Fleet Fire Station
<i>Hook</i>		N/A
<i>Rural North and Villages</i>		Hartley Wintney Fire Station
<i>Rural South and Villages</i>		Odiham Fire Station
Existing Planned Projects	Authority Wide	None identified.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	

Data / Document Sources		• Our Organisation (2026), Hampshire & Isle of Wight Fire & Rescue Service • HIWFRS Safety Plan (2025), Hampshire & Isle of Wight Fire & Rescue Service • Fire & Rescue Service 2023–25 Effectiveness, efficiency and people: An inspection of Hampshire and Isle of Wight Fire and Rescue Service (2025), HMICFRS
Associated Mapping		• A.17 shows map of healthcare and emergency services across Hart District.

Police

Infrastructure Topic		Healthcare and emergency services
Sub Topic		Police
Infrastructure Delivery	Authority Wide	- Policing services within Hart District are delivered by Hampshire and Isle of Wight Constabulary, operating under the strategic direction of the elected Police and Crime Commissioner (PCC) for Hampshire and the Isle of Wight. - The Police and Crime Plan for Hampshire and the Isle of Wight set out the PCC's priorities for the plan period, including a focus on maintaining and increasing police officer numbers, improving visibility, and ensuring policing capacity is sufficient to respond to population growth and development pressures across the county, including Hart. - Neighbourhood policing in Hart District is delivered through a dedicated structure of Neighbourhood Policing Teams (NPTs) operating under Hampshire and Isle of Wight Constabulary. Hart District is covered by four NPT areas: Fleet; Hart Rural North; Hart Rural South; and Yateley, Blackwater and Hawley. - Each team is made up of named police officers, Police Community Support Officers (PCSOs) and support staff who focus on locally identified priorities, community engagement, problem-solving, and crime prevention within their neighbourhoods. The teams work closely with Hart District Council and other partners to address issues such as antisocial behaviour, vehicle crime and community safety concerns.
Current Provision	Authority Wide	- There is one police station in Hart District, the Yateley Police Station (shown on the map at A.17). - The Police also make use of Council officers across Hart District.
Existing Issues / Opportunities	Authority Wide	- There is only one police station in the district in Blackwater and Yateley, the remaining four sub-areas have no police station. - In the Police and Crime Plan, there is no mention of developer infrastructure contributions being secured to offset the impact of new development and population growth on policing services in Hampshire.
<i>Blackwater and Yateley</i>		Yateley Police Station
<i>Fleet and Church Crookham</i>		N/A
<i>Hook</i>		N/A
<i>Rural North and Villages</i>		N/A
<i>Rural South and Villages</i>		N/A
Existing Planned Projects	Authority Wide	None identified
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)

Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• About Us (2026), Hampshire and Isle of Wight Constabulary • Police and Crime Plan 2024 – 2028 (2026), Hampshire and Isle of Wight Constabulary
Associated Mapping		• A.17 shows map of healthcare and emergency services across Hart District.

Leisure and Green Infrastructure

Indoor Sports and Recreation

Infrastructure Topic		Sports and Recreation																
Sub Topic		Indoor Sport Facilities																
Infrastructure Delivery	Authority Wide	- Hart District Council is responsible for the provision and management of indoor facilities to meet the requirements of the NPPF. There are two leisure centres in Hart, managed on the Council's behalf by Everyone Active. - There is a mix of publicly accessible and privately owned indoor sports facilities including: swimming pools, sports halls, health and fitness gyms, squash courts, and fitness and cycling studios. Some of the privately owned facilities such as the RAF Odiham and Lord Wandsworth College swimming pools are accessible to the public through sports clubs or community associations. - There are also some privately owned facilities for private use only such as the indoor facilities at the MODs Gibraltar Barracks and St Neots Prep School.																
Current Provision	Authority Wide	- The following publicly accessible indoor sports and leisure facilities were identified within Hart using data from Sport England Active Places (shown in a map at A.18): - Swimming Pools: There are 11 swimming pools in Hart. - Sports Halls: There are 23 sports halls in Hart. - Health and Fitness Gyms: There are 10 gyms in Hart. - Squash Courts: There are 3 squash courts in Hart. - Fitness and cycling Studios: There are 15 fitness studios and 1 cycling studio in Hart. - Further detail about the sites that these facilities are in are in the sub-area section below.																
Existing Issues / Opportunities	Authority Wide	- Given the projected aging population in the borough, HDC should seek opportunities to support providers to increase indoor activities and opportunities for this group. - Collaborate with school sites to ensure that indoor facility quality remains at an appropriate standard and continue to be made available for community use for the maximum possible time to use throughout the year. - Hart Leisure Centre has an excess demand for fitness studios and health and fitness gym. - High demand for AGPs in the district for football training with floodlights																
Blackwater and Yateley		<table><tr><th>Site Name</th><th>Ownership</th><th>Accessibility</th><th>Facility</th></tr><tr><td>YATELEY MANOR PREPARATORY SCHOOL</td><td>Other Independent School</td><td>Public Access</td><td>Swimming Pool Sports Hall Studio</td></tr><tr><td>THE MACRAE SCOUT HUT</td><td>Other</td><td>Public Access</td><td>Sports Hall</td></tr><tr><td>YATELEY HEALTH & FITNESS</td><td>Community school</td><td>Public Access</td><td>Sports Hall</td></tr></table>	Site Name	Ownership	Accessibility	Facility	YATELEY MANOR PREPARATORY SCHOOL	Other Independent School	Public Access	Swimming Pool Sports Hall Studio	THE MACRAE SCOUT HUT	Other	Public Access	Sports Hall	YATELEY HEALTH & FITNESS	Community school	Public Access	Sports Hall
Site Name	Ownership	Accessibility	Facility															
YATELEY MANOR PREPARATORY SCHOOL	Other Independent School	Public Access	Swimming Pool Sports Hall Studio															
THE MACRAE SCOUT HUT	Other	Public Access	Sports Hall															
YATELEY HEALTH & FITNESS	Community school	Public Access	Sports Hall															

				Swimming Pool
				Health and Fitness Gym
				Studio
	FROGMORE LEISURE CENTRE	Community school	Public Access	Sports Hall
				Health and Fitness Gym
				Studio
				Studio
				Cycle Studio
	FIT CLUB FOR WOMEN	Commercial	Public Access	Health and Fitness Gym
	BLACKWATER & HAWLEY LEISURE CENTRE	Local Authority	Public Access	Sports Hall
Fleet and Church Crookham				Sports Hall
				Squash Courts
	SENSES WELLNESS CENTRE AND SPA	Other	Public Access	Swimming Pool
				Health and Fitness Gym
				Studio
	Site Name	Ownership	Accessibility	Facility
	RESULTS HEALTH CLUB (FLEET)	Commercial	Public Access	Health and Fitness Gym
	COURT MOOR SCHOOL	Community school	Public Access	Sports Hall
				Sports Hall
				Studio
	HART LEISURE CENTRE	Local Authority	Public Access	Sports Hall
				Health and Fitness Gym
				Swimming Pool
				Swimming Pool
				Studio
				Studio
				Studio
				Studio
				Swimming Pool
	ANYTIME FITNESS (FLEET)	Commercial	Public Access	Health and Fitness Gym
				Studio

	THE KEY CENTRE	Local Authority	Public Access	Sports Hall
	ALL SAINTS C OF E JUNIOR SCHOOL	Voluntary Aided School	Public Access	Sports Hall
	CALTHORPE PARK SCHOOL	Community school	Public Access	Sports Hall
				Sports Hall Sports Hall
	ST NICHOLAS SCHOOL	Other Independent School	Public Access	Sports Hall
Hook				
	Site Name	Ownership	Accessibility	Facility
	HARTLETTS PARK	Local Authority	Public Access	Sports Hall
				Squash Courts
	THE PARK HEALTH CLUB	Commercial	Public Access	Health and Fitness Gym Studio
Rural North and Villages				
	Site Name	Ownership	Accessibility	Facility
	ROTHERWICK VILLAGE HALL	Community Organisation	Public Access	Sports Hall
	WINCHFIELD VILLAGE HALL	Community Organisation	Public Access	Sports Hall
	TYLNEY HALL HOTEL LEISURE CLUB	Commercial	Public Access	Swimming Pool
	TYLNEY HALL HOTEL LEISURE CLUB	Commercial	Public Access	Health and Fitness Gym
Rural South and Villages				
	Site Name	Ownership	Accessibility	Facility
	LORD WANDSWORTH COLLEGE	Other Independent School	Public Access	Swimming Pool
	FOUR SEASONS HOTEL HAMPSHIRE	Commercial	Public Access	Swimming Pool
				Health and Fitness Gym Studio
	LORD WANDSWORTH COLLEGE	Other Independent School	Public Access	Sports Hall
				Sports Hall Squash Courts
	ROBERT MAYS SCHOOL	Academies	Public Access	Sports Hall

		Sports Hall			
		EWSHOT VILLAGE HALL	Community Organisation	Public Access	Sports Hall
		RAF ODIHAM	MOD	Public Access	Swimming Pool
Existing Planned Projects	Authority Wide	Padel: Planning agreed for the construction of 3 padel courts at Hart Leisure centre. This is due to be delivered within 3-6 months and at a cost of £800k. Permission 25/01120/FUL granted January 2026.			
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)			
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)			
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)			
<i>Hook</i>		(To be populated in the Part Two IDP)			
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)			
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)			
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)			
Further commentary	Authority Wide	A Playing Pitch Strategy is being prepared simultaneously to the Part One IDP and was unavailable to inform this baseline at Part One stage. The baseline and findings from the strategy will inform the Part Two IDP.			
Data / Document Sources		Sport and Leisure, Hart District Council (2026): Sport and leisure Hart District Council			
Associated Mapping		A.18 shows a map of Sports facilities/sites.			

Outdoor Sports and Recreation

Infrastructure Topic		Leisure and Green Infrastructure
Sub Topic		Outdoor Sports and Recreation
Infrastructure Delivery	Authority Wide	- Hart District Council, Parish Councils and private clubs are responsible for planning and delivering Outdoor Sports and Recreation facilities. - There is a mix of publicly accessible and privately owned outdoor sports and recreation facilities. Some of the privately owned facilities are accessible to the public through sports clubs or community associations. - There are also some privately owned facilities for private use only.
Current Provision	Authority Wide	- The current provision is based on Sports England Active Places data and shown in a map at A.18. - Cricket: 23 cricket pitches. - Rounders: 10 rounders fields. - Football: 67 football pitches - Hockey: 2 grass hockey pitches - Rugby: 7 rugby pitches. - Artificial Grass Pitches (AGPs): 15 AGPs, 8 are long pile carpet and 7 are sand filled. These AGPs are typically used for a variety of field sports including football, hockey and rugby, depending on the surface type. - Tennis: 14 sites with tennis courts in Hart. - Golf: 4 golf clubs in Hart, which include 3 18 hole courses, 9 hole course and 2 of the courses include a driving ranges. - BMX Cycling: 1 BMX pump track which has free public access in Edenbrook Country Park. - Swimming: There is an outdoor lido at the Tylney Hall Hotel Leisure Club in Hook.
Existing Issues / Opportunities	Authority Wide	- Cricket: - Addressing a decline in participation using different initiatives and increasing access to the game. - Supporting youth provision which is strong in Hampshire. - Retention of adult cricket, supporting clubs to retain existing players. - Supporting clubs with growing numbers e.g. Hook Cricket Club. - Supporting multi use provision / sites and improved relations with other sports. - Football: - Retention and growth of teams. - Retention of adult football (traditional and informal). - More opportunities for informal and different forms of the game. - Need for 3G AGPs to provide for more flexible formats of the game. - Hockey: - Retention and growth of teams. - Addressing the latent demand for hockey due to the lack of quality facilities. - Addressing the migration of players outside the district as well as the need to improve opportunities for hockey within Hart. - Rugby: - Establish club rugby in Hart with the emergence of Hook and Odiham RFC.

- Improvements to community use of schools and MOD based pitches, e.g. Lord Wandsworth College and RAF Odiham could be encouraged to maximise use of existing infrastructure. Given the projected aging population in the borough, HDC should seek opportunities to support providers to increase outdoor activities and opportunities for this group. Collaborate with the MOD and school sites to allow pitches to be made available for community use throughout the year.

Blackwater and Yateley

Site Name	Ownership	Accessibility	Facility	Facility Type
BLACKWATER & HAWLEY LEISURE CENTRE	Local Authority	Public Access	Grass Pitches	Adult Football
			Grass Pitches	Cricket
BLACKWATER VALLEY GOLF CENTRE	Sports Club	Public Access	Golf	Driving Range
CROWN TAVERNERS CRICKET CLUB	Commercial	Public Access	Grass Pitches	Cricket
DARBY GREEN PLAYING FIELDS	Local Authority	Public Access	Grass Pitches	Adult Football
			Grass Pitches	Mini Soccer 7v7
FROGMORE JUNIOR SCHOOL	Academies	Public Access	Grass Pitches	Rounders
			Grass Pitches	Junior Football 11v11
FROGMORE LEISURE CENTRE	Community school	Public Access	Grass Pitches	Junior Football 11v11
			Artificial Grass Pitch	Long Pile Carpet
			Grass Pitches	Adult Football
SEAN DEVEREUX PARK	Sports Club	Public Access	Grass Pitches	Cricket
			Grass Pitches	Adult Football
			Grass Pitches	Junior Football 11v11
			Grass Pitches	Mini Soccer 7v7
			Grass Pitches	Junior Football 9v9
			Grass Pitches	Mini Soccer 5v5
WESTFIELDS JUNIOR SCHOOL	Community school	Private	Grass Pitches	Junior Football 11v11
			Grass Pitches	Adult Football
YATELEY CRICKET CLUB	Sports Club	Public Access	Grass Pitches	Cricket
YATELEY GREEN	Local Authority	Public Access	Grass Pitches	Adult Football
			Grass Pitches	Mini Soccer 7v7
			Outdoor Tennis Courts	Tennis Courts
YATELEY HEALTH & FITNESS	Community school	Private	Grass Pitches	Cricket
			Grass Pitches	Adult Football
			Grass Pitches	Rounders
			Grass Pitches	Hockey

Fleet and Church Crookham			Grass Pitches	Junior Football 11v11
			Outdoor Tennis Courts	Tennis Courts
			Grass Pitches	Junior Football 9v9
			Grass Pitches	Mini Soccer 7v7
			Grass Pitches	Mini Soccer 5v5
	YATELEY MANOR PREPARATORY SCHOOL	Other Independent School	Public Access	Outdoor Tennis Courts
			Public Access	Grass Pitches
			Public Access	Grass Pitches
			Public Access	Grass Pitches
			Private	Grass Pitches
Site Name	Ownership	Accessibility	Facility	Facility Type
N/A	N/A	Public Access	Grass Pitches	Adult Football
ALL SAINTS C OF E JUNIOR SCHOOL	Voluntary Aided School	Public Access	Grass Pitches	Rounders
			Grass Pitches	Junior Football 11v11
ANCELLS FARM PARK	Local Authority	Public Access	Grass Pitches	Adult Football
			Grass Pitches	Mini Soccer 7v7
AVONDALE TENNIS CLUB	Sports Club	Public Access	Outdoor Tennis Courts	Tennis Courts
BASINGBOURNE PARK	Local Authority	Public Access	Grass Pitches	Adult Football
CALTHORPE PARK	Local Authority	Public Access	Grass Pitches	Mini Soccer 7v7
			Outdoor Tennis Courts	Tennis Courts
			Grass Pitches	Cricket
			Grass Pitches	Mini Soccer 5v5
			Grass Pitches	Junior Football 11v11
CALTHORPE PARK SCHOOL	Community school	Public Access	Grass Pitches	Rounders
			Grass Pitches	Adult Football
			Grass Pitches	Senior Rugby Union
			Grass Pitches	Cricket
			Artificial Grass Pitch	Long Pile Carpet
			Outdoor Tennis Courts	Tennis Courts
	Sports Club	Public Access	Grass Pitches	Cricket

CODY SPORTS AND SOCIAL CLUB			Grass Pitches	Mini Soccer 7v7
			Grass Pitches	Adult Football
			Grass Pitches	Adult Football
			Outdoor Tennis Courts	Tennis Courts
COURT MOOR SCHOOL	Community school	Public Access	Grass Pitches	Rounders
			Grass Pitches	Adult Football
			Grass Pitches	Senior Rugby Union
			Artificial Grass Pitch	Sand Filled
			Grass Pitches	Cricket
ELVETHAM HEATH	Local Authority	Public Access	Outdoor Tennis Courts	Tennis Courts
			Grass Pitches	Mini Soccer 5v5
FLEET CRICKET CLUB	Local Authority	Public Access	Grass Pitches	Cricket
HART LEISURE CENTRE	Local Authority	Public Access	Artificial Grass Pitch	Long Pile Carpet
			Artificial Grass Pitch	Long Pile Carpet
			Grass Pitches	Junior Football 11v11
HEATHERSIDE JUNIOR SCHOOL	Community school	Private	Grass Pitches	Mini Soccer 7v7
NORTH HANTS GOLF CLUB	Sports Club	Public Access	Golf	Standard
			Golf	Driving Range
OAKLEY PARK	Local Authority	Public Access	Grass Pitches	Adult Football
PETER DRIVER SPORTS GROUND	Local Authority	Public Access	Grass Pitches	Adult Football
			Artificial Grass Pitch	Long Pile Carpet
ST NICHOLAS SCHOOL	Other Independent School	Private	Grass Pitches	Rounders
			Grass Pitches	Hockey
			Outdoor Tennis Courts	Tennis Courts
			Artificial Grass Pitch	Sand Filled
THE ABERCORN	Other	Public Access	Grass Pitches	Adult Football
TURNERS GREEN RECREATION GROUND	Local Authority	Public Access	Grass Pitches	Junior Football 11v11

	VELMEAD JUNIOR SCHOOL	Community school	Public Access	Grass Pitches	Junior Football 11v11
			Private	Grass Pitches	Rounders
			Private	Outdoor Tennis Courts	Tennis Courts
	ZEBON COPSE CENTRE	Local Authority	Public Access	Grass Pitches	Mini Soccer 7v7
				Grass Pitches	Junior Football 11v11
				Grass Pitches	Mini Soccer 5v5
				Grass Pitches	Adult Football
Hook	Site Name	Ownership	Accessibility	Facility	Facility Type
	HARTLETTS PARK	Local Authority	Public Access	Grass Pitches	Junior Football 9v9
				Outdoor Tennis Courts	Tennis Courts
	HOOK JUNIOR SCHOOL	Community school	Private	Grass Pitches	Mini Soccer 7v7
			Public Access	Grass Pitches	Mini Soccer 5v5
	KING GEORGE V PLAYING FIELD (HOOK)	Local Authority	Public Access	Grass Pitches	Adult Football
	NORTH EAST HOOK SPORTS GROUND	Local Authority	Public Access	Grass Pitches	Adult Football
				Grass Pitches	Senior Rugby Union
Rural North and Villages	Site Name	Ownership	Accessibility	Facility	Facility Type
	ROTHERWICK PLAYING FIELDS	Local Authority	Public Access	Grass Pitches	Cricket
				Grass Pitches	Senior Rugby Union
				Outdoor Tennis Courts	Tennis Courts
				Grass Pitches	Mini Soccer 7v7
				Grass Pitches	Adult Football
	HARTLEY WINTNEY CRICKET GREEN	Sports Club	Public Access	Grass Pitches	Cricket
	ST NEOTS PREP SCHOOL	Other Independent School	Private	Grass Pitches	Junior Football 11v11
				Grass Pitches	Cricket
				Grass Pitches	Junior Football 9v9

			Artificial Grass Pitch	Sand Filled
			Outdoor Tennis Courts	Tennis Courts
HARTLEY WINTNEY MEMORIAL GROUND	Local Authority	Public Access	Grass Pitches	Adult Football
			Grass Pitches	Adult Football
OLD BRAMSHILL POLICE COLLEGE	Commercial	Public Access	Grass Pitches	Adult Football
			Grass Pitches	Cricket
EVERSLEY SPORTS ASSOCIATION (FOX LANE)	Sports Club	Public Access	Grass Pitches	Cricket
EVERSLEY SPORTS ASSOCIATION (FOX LANE)	Sports Club	Public Access	Grass Pitches	Junior Football 11v11
			Grass Pitches	Mini Soccer 7v7
			Grass Pitches	Adult Football
			Artificial Grass Pitch	Sand Filled
			Grass Pitches	Junior Football 9v9
			Grass Pitches	Mini Soccer 5v5
		Private	Grass Pitches	Adult Football
GREENFIELDS JUNIOR SCHOOL	Community school	Private	Grass Pitches	Junior Football 11v11
			Grass Pitches	Mini Soccer 7v7
			Grass Pitches	Mini Soccer 5v5
		Public Access	Outdoor Tennis Courts	Tennis Courts
EVERSLEY SPORTS ASSOCIATION (CROSS GREEN)	Commercial	Private	Grass Pitches	Cricket
TYLNEY HALL HOTEL LEISURE CLUB	Commercial	Public Access	Swimming Pool	Lido
			Grass Pitches	Junior Rugby Union
			Outdoor Tennis Courts	Tennis Courts
ST MARYS PARK PITCH	Local Authority	Public Access	Grass Pitches	Cricket
			Grass Pitches	Junior Football 11v11

	EDENBROOK COUNTRY PARK	Local Authority	Public Access	Cycling	BMX - Pump Track
<i>Rural South and Villages</i>	Site Name	Ownership	Accessibility	Facility	Facility Type
	FARNHAM ROAD RECREATION GROUND	Local Authority	Public Access	Grass Pitches	Adult Football
	FOUR SEASONS HOTEL HAMPSHIRE	Commercial	Public Access	Outdoor Tennis Courts	Tennis Courts
	HOOK MEADOW	Local Authority	Public Access	Grass Pitches	Cricket
				Outdoor Tennis Courts	Tennis Courts
	LONG SUTTON RECREATION GROUND	Local Authority	Public Access	Grass Pitches	Cricket
				Grass Pitches	Adult Football
	LORD WANDSWORTH COLLEGE	Other Independent School	Public Access	Artificial Grass Pitch	Sand Filled
				Grass Pitches	Adult Football
				Grass Pitches	Senior Rugby Union
				Grass Pitches	Rounders
				Grass Pitches	Cricket
				Artificial Grass Pitch	Sand Filled
	LORD WANDSWORTH COLLEGE (JUNIOR HOUSE)	Other Independent School	Private	Outdoor Tennis Courts	Tennis Courts
				Grass Pitches	Cricket
				Grass Pitches	Junior Rugby Union
				Grass Pitches	Junior Football 11v11
	MAYHILL JUNIOR SCHOOL PITCHES	Community school	Private	Grass Pitches	Junior Football 11v11
	NORTH WARBOROUGH FC	Commercial	Public Access	Grass Pitches	Adult Football
	ODIHAM & GREYWELL CRICKET CLUB	Commercial	Public Access	Grass Pitches	Cricket
	RAF ODIHAM	MOD	Private	Grass Pitches	Adult Football
				Grass Pitches	Senior Rugby Union
				Artificial Grass Pitch	Long Pile Carpet
				Outdoor Tennis Courts	Tennis Courts

		ROBERT MAYS SCHOOL Academies Private Grass Pitches Junior Football 9v9 Grass Pitches Adult Football Artificial Grass Pitch Long Pile Carpet Grass Pitches Mini Soccer 7v7 Grass Pitches Mini Soccer 5v5 THE ST JOHN GROUND Sports Club Public Access Grass Pitches Cricket
Existing Planned Projects	Authority Wide	AGPs at Sean Deveraux Park for Berkeley's and Yateley FC: Imminent planning application for the construction of a third generation (3G) artificial football pitch of 91 X 55m with associated fencing and floodlights. This adult size pitch will be capable of being subdivided, by surface markings, into 4 junior pitches. We are supported in this venture by the Football Foundation and the Football Association.
Infrastructure required to Support Growth	Authority Wide	- What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	A Playing Pitch Strategy is being prepared simultaneously to the Part One IDP and was unavailable to inform this baseline at Part One stage. The baseline and findings from the strategy will inform the Part Two IDP.
Data / Document Sources		Open Space, Sport and Recreation Study and Playing Pitch Strategy 2016-2032 (2016), Hart District Council Playing Pitch Strategy 2015 to 2032 (2016), Hart District Council
Associated Mapping		A.18 shows a map of Sports facilities/sites.

Formal Parks and Gardens

Infrastructure Topic		Leisure and Green Infrastructure
Sub Topic		Formal Parks and Gardens
Infrastructure Delivery	Authority Wide	• Areas managed for formal recreation including play areas and heritage sites but excluding formal sports • Planned and managed by range of organisations including: • National Trust • Historic England • Landowners • Hampshire County Council • Hart District Council • Town and Parish Councils
Current Provision	Authority Wide	• Formal green and open space including parks within towns and villages • Play areas • Informal green and open space • Community gardens and orchards • The Hart Open Space Study (2016) identified the following: • 16 Local Parks and Gardens of over 2 hectares to 20 hectares. These mostly contain Local Equipped Area of Play (LEAP). Together these sites equate to 66.21 hectares. This includes: • Bramshot Farm Country Park • Edenbrook Country Park • Hartland Country Park • 13 Small Local Parks and Gardens under 2 hectares which contain Local Area for Play (LAP). Together these sites equate to 11.96 hectares. This includes: • 9 sites of Amenity Greenspace which provide basic provision for informal recreation. These spaces include Church Green, Chequers Green and Eversley Cross Village Green. • 14 Neighbourhood Equipped Areas for Play (NEAP) with a minimum activity zone of 1000m² comprising features to enable formal play activities. Together these equate to 3.16 hectares. • 19 Local Equipped Areas for Play (LEAP) with a minimum activity zone of 400m². Together these equate to 1.32 hectares. • 16 Locally Areas for Plan (LAP) with a minimum activity zone of 100m². Together these equate to 0.51 hectares
Existing Issues / Opportunities	Authority Wide	• Hart Green Infrastructure Strategy identifies priority projects for recreation and biodiversity: • River Hart Natural Flood Management to reduce flooding through Nature Based Solutions. • Connecting and protecting the Blackwater Valley. • Whitewater Riverside Park to protect and enhance the River Whitewater. • Enhancing the Basingstoke Canal.
<i>Blackwater and Yateley</i>		• See Authority Wide

<i>Fleet and Church Crookham</i>		• See Authority Wide
<i>Hook</i>		• See Authority Wide
<i>Rural North and Villages</i>		• See Authority Wide
<i>Rural South and Villages</i>		• See Authority Wide
Existing Planned Projects	Authority Wide	• None identified.
Infrastructure required to Support Growth	Authority Wide	• What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? • (To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		• (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		• (To be populated in the Part Two IDP)
<i>Hook</i>		• (To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		• (To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		• (To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	• What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? • (To be populated in the Part Two IDP)
Further commentary	Authority Wide	
Data / Document Sources		• Hart Open Space Study (2016) • Hart Green Infrastructure Strategy (2017)
Associated Mapping		• Mapping to be provided for the IDP Part Two when spatial data has been established.

Natural Green Space

Infrastructure Topic		Leisure and Green Infrastructure
Sub Topic		Natural Green Space
Infrastructure Delivery	Authority Wide	• Areas managed for nature conservation and access • Planned and managed by range of organisations including: • Natural England • Forestry Commission • National Trust • RSPB • Historic England • Canals and Rivers Trust • Landowners • Hampshire Wildlife Trust • Hampshire County Council • Hart District Council • Town and Parish Councils
Current Provision	Authority Wide	• Thames Basin Heaths Special Protection Area (SPA) in the north east of the district • Castle Bottom National Nature Reserves (NNR) • Fleet Pond and Elvetham Heath Local Nature Reserves (LNR) • Sites of Special Scientific Interest (SSSI) across the district including Fleet Pond and Castle Bottom Nature Reserves • 270 Sites of Importance for Nature Conservation (SINCs) covering 1921 hectares in Hart District • Public rights of way – Hampshire Rights of Way Management Plan • Blue infrastructure includes: • Three main rivers– the Blackwater, Hart and Whitewater • Basingstoke Canal • The Hart Open Space Study (2016) identified the following: • 14 sites of Regional Natural and Semi-natural Greenspace of 90 to 500 hectares. Together these equate to 1,365 hectares. This includes: • Fleet Pond SSSI and Nature Reserve • Elvetham Heath Local Nature Reserve • Hartley Wintney Commons • Hazeley Heath • 4 sites of district Natural and Semi-natural Greenspace of 12 to 90 hectares. Together these equate to 55.40 hectares. This includes: • Odiham Common • Hawley Park Farm • West Green Common • 17 sites of Local Natural and Semi-natural Greenspace of 2 to 12 hectares. Together these equate to 102.64 hectares. This includes: • Queen Elizabeth II Fields

		20 sites of Small Local Natural and Semi-natural Greenspace of 0.4 to 2 hectares. Together these equate to 10.76 hectares. This includes: - Ashwell's Copse - Royal Oak Valley - Cricket Hill Pond - Suitable Alternative Natural Greenspace (SANG) is provided throughout the district
Existing Issues / Opportunities	Authority Wide	- Hampshire Local Nature Recovery Strategy (2025) identifies areas throughout the district within two main categories. Measures are provided for each habitat type under each category, which are: - Existing areas of particular importance to biodiversity - Areas that could become particularly important to biodiversity - Measures are focused on enhancement and creation of habitats and wildlife passages - Hart Green Infrastructure Strategy identifies priority projects for recreation and biodiversity: - River Hart Natural Flood Management to reduce flooding through Nature Based Solutions. - Connecting and protecting the Blackwater Valley. - Whitewater Riverside Park to protect and enhance the River Whitewater. - Enhancing the Basingstoke Canal.
<i>Blackwater and Yateley</i>		See Authority Wide
<i>Fleet and Church Crookham</i>		See Authority Wide
<i>Hook</i>		See Authority Wide
<i>Rural North and Villages</i>		See Authority Wide
<i>Rural South and Villages</i>		See Authority Wide
Existing Planned Projects	Authority Wide	None identified.
Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Fleet</i>		(To be populated in the Part Two IDP)
<i>Blackwater</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.

Data / Document Sources		• Hart Green Infrastructure Strategy (2017) • Local Nature Recovery Strategy for Hampshire (2025) Hampshire County Council • Hart Open Space Study (2016)
Associated Mapping		• Mapping to be provided for the IDP Part Two when spatial data has been established.

Allotments

Infrastructure Topic		Leisure and Green Infrastructure			
Sub Topic		Allotments			
Infrastructure Delivery	Authority Wide	The allotments in Hart District are run by community organisations with the most notable being Hart Allotments Association (HAA). Hart District Council manage one of the allotments Hart’s Green Garden, at Edenbrook, but the waiting list is administrated by HAA.			
Current Provision	Authority Wide				
		Sub-area	Allotment	Address	Plots
		Fleet and Church Crookham	Pilcot Farm	Hitches Lane, Fleet	N/A
		Fleet and Church Crookham	Hart's Green Garden	Pale Ln, Hook RG27 8SP	N/A
		Fleet and Church Crookham	Church Crookham Allotments	Gurkha Rd, Naishes Ln, Church Crookham, Fleet GU52 8DT	131
		Fleet and Church Crookham	Eleventham Heath Allotments	Behind Tunworth Close, Eleventhem Heath	20
		Blackwater and Yateley	Swan Lake Allotments	Swan Ln, Blackwater, Camberley GU17 0DN	44
Existing Issues / Opportunities	Authority Wide	- There is an imbalance in allotment provision across Hart, with 3 of 4 allotments in the Fleet and Church Crookham sub area, Hook and Rural North & South & Villages have no allotments. - A possible opportunity could be to integrate allotments as part of green infrastructure into new developments through a comprehensive Green Infrastructure Strategy.			
Blackwater and Yateley		Swan Lake Allotments			
Fleet and Church Crookham		- Pilcot Farm Allotments - Hart’s Green Garden - Church Crookham Allotments - Eleventham Heath Allotments			
Hook		None identified			
Rural North and Villages		None identified			
Rural South and Villages		None identified			
Existing Planned Projects	Authority Wide	None identified			

Infrastructure required to Support Growth	Authority Wide	What are the anticipated infrastructure needs for Hart over the plan period, informed by the defined IDP Growth Context and the reviewed evidence base? (To be populated in the Part Two IDP)
<i>Fleet and Church Crookham</i>		(To be populated in the Part Two IDP)
<i>Blackwater and Yateley</i>		(To be populated in the Part Two IDP)
<i>Hook</i>		(To be populated in the Part Two IDP)
<i>Rural North and Villages</i>		(To be populated in the Part Two IDP)
<i>Rural South and Villages</i>		(To be populated in the Part Two IDP)
Identified Gaps in Planned Projects to Support Housing Commitments	Authority Wide	- What are the gaps in infrastructure provision that need to be addressed to support growth in Hart over the plan period, having considered the existing infrastructure investment pipeline? (To be populated in the Part Two IDP)
Further commentary	Authority Wide	Any further notes or commentary relevant to the infrastructure topic but does not fit within the above headings.
Data / Document Sources		- Plot Holders (2026), Hart Allotments - About Us (2026), Hook Allotment Association
Associated Mapping		No mapping data.

4. Project List

The IDP Project Schedule

- 4.1 An important output of the IDP is the project schedule. The purpose of the schedule is to collate a comprehensive list of all identified infrastructure investment and projects which are currently in the pipeline.
- 4.2 The IDP Schedule will collate the following information for each of the infrastructure projects identified as required to support the local plan, for each infrastructure topic area (note- that at this stage it is likely that many of the fields will not yet be populated):
- Infrastructure Type / Sub Type;
 - Project Name;
 - Project Description;
 - Project Status;
 - Location / IDP Sub Area;
 - On-Site or Off-Site infrastructure;
 - Associated Homes + Jobs (scale and strategic sites);
 - Relevant Delivery Parties;
 - Prioritisation Category;
 - Phasing;
 - Project Costs;
 - Project Funding (secured and/or anticipated);
 - Funding Gap; and
 - Information Sources.
- 4.3 The Project Schedule has and will continue to be informed by the following:
- Infrastructure topic specific baseline information review – As covered by Chapter 3, relevant policy documents, plans, service or estate strategies and any other relevant information have been reviewed for each topic area and potential projects extracted.
 - Previous, existing and emerging Hart District Council Local Plan evidence base documents have been taken into account.
 - Stakeholder engagement undertaken through the use of technical pro formas to request relevant data, documentation and service specific forecasts for future demand and related projects. The outcomes of this engagement represents an important source for the IDP Project Schedule.
- 4.4 It will be necessary for some items contained within the project schedule to be updated further as part of the Infrastructure Delivery Plan refinement by

Hart District Council and its partners and for Part Two of the IDP. This may reflect a number of scenarios such as:

- When the scale and distribution of growth has been determined by the District Council;
- Multiple options for a solution can be refined down to a preferred option;
- Review of co-location potential for compatible projects may reduce the physical number of projects needed and/or as well as potential costs;
- Demand could be accommodated within existing facilities through utilisation of previously unavailable/unidentified capacity;
- Project is capable of being delivered in an alternative manner that is considered more appropriate;
- Projects should / could be delivered by the private sector / alternatives; or
- Changes to the funding status of an infrastructure project (i.e funding secured from previously unidentified sources or newly announced funding pots).

4.5 An important review of the Project schedule will also be to identify projects that comply with the legal requirements for planning obligations contained within planning regulations. These set out that obligations must be:

- Necessary to make the proposed development acceptable in planning terms;
- Directly related to the proposed development; and
- Fairly and reasonably related in scale and kind to the proposed development.

4.6 This review is necessary to identify those projects for which a developer contribution could justifiably be expected or has already been collected as opposed to other projects which are not directly related to developments such as strategic motorway projects and therefore will require alternative funding sources.

4.7 Infrastructure assumed to be delivered as standard development costs expected of developers will not be included within the Infrastructure Schedule. These exclusions would include the following examples:

- On site highways (not including adoption);
- On site broadband and Wi-Fi installation;
- On site CCTV; or
- On site amenities such as electric charging points.

5. Infrastructure Prioritisation

The Need to Prioritise Infrastructure

- 5.1 Prioritisation of the Infrastructure Project list as part of the Infrastructure Delivery Plan is an essential process for the following reasons:
- A clear approach to prioritisation will aid long term delivery. It is essential that all partners in the delivery of development and infrastructure have a clear understanding of investment priorities, thus establishing positive working relationships with other partners and ensuring development sites do not become unduly stifled or advanced ahead of anticipated timescales. Key sites will be unlocked through a joined up approach between public and private sectors.
 - Prioritisation of infrastructure and timetabling the triggers for infrastructure delivery will provide valuable information for developer cash flow modelling and infrastructure provider investment programmes. It is known that certain projects will have a lag time of investment and require 'pump priming'. Prioritisation will influence future spending and banking of monies and help to mitigate and manage funding gaps.
 - Prioritisation will enable the identification of strategic and local priorities. The former have the potential to unlock multiple smaller scale local priorities. A holistic approach is needed both for strategic projects as well as local ones. The relationships between projects are critical.
 - Prioritisation of infrastructure will help to identify early viability constraints and help direct early actions.

The approach towards Infrastructure Prioritisation

- 5.2 Because there will be constraints on funding for infrastructure to support growth, HDC has included prioritisation as part of the IDP process. This process sets out at a high level the priority which will be assigned to different infrastructure types by HDC where funding risks and delivery constraints arise.
- 5.3 The prioritisation process can be used by HDC at a strategic level to inform stakeholder discussions relating to investment priorities and its approach to funding opportunities which may arise. The approach can also be used by HDC to inform decision making at a site-specific level, although it should be noted that infrastructure requirement priorities for individual sites will be negotiated on a case-by-case basis, depending on the characteristics of the site and the circumstances when it comes forward.
- 5.4 The following priority categories have been devised:
- Category A (**Critical Infrastructure**): this infrastructure is needed to unlock development.
 - Category B (**Essential Infrastructure**): residents cannot occupy new development without this infrastructure.
 - Category C (**Longer term policy priority**): growth will not be sustainable long term without this Local Plan policy priority.

- Category D (**Desirable Infrastructure**): this infrastructure is required for a good quality of life.
- 5.5 The IDP Project Schedule contains both onsite and offsite infrastructure projects. The IDP Prioritisation Categories are applicable to both onsite and offsite infrastructure and are not differentiated by the siting of a project.
- 5.6 All infrastructure projects in the IDP project schedule will be assigned a priority category as set out above. Table 5.1 presents further detail on each of the categories.

Table 5-1: Infrastructure Prioritisation Categories

Prioritisation Category	Description of Prioritisation Category
Category A - Critical Infrastructure	<i>‘Difficult to unlock development without this’</i> • must happen to enable development of specific sites • addresses ‘blockers’ or ‘showstoppers’ which would stymie specific development • Includes but not limited to strategic transport and utilities infrastructure and essential services required to facilitate development. i.e. connection to the potable water and wastewater network
Category B - Essential Infrastructure	<i>‘Difficult to enable residents to occupy new development without this’</i> • required to mitigate impact arising from operation of development (i.e. from the point at which residents arrive) • unlikely to prevent commencement of development in the short term • failure to deliver could result in delays in development / occupation in medium term due to capacity constraints in networks/facilities • most likely to relate to trips and population generated by the development
Category C - Policy Priority Infrastructure	<i>‘Individual sites and wider growth will not be sustainable long term without this Local Plan policy priority’</i> • required to support wider strategic or site specific objectives set out in planning policy or subject to statutory duty • would not necessarily prevent specific development from occurring if not provided, however would impact the ability of individual or cumulative developments to meet their needs in the longer term
Category D - Desirable Infrastructure	<i>‘developments delivered won’t be a good place to live without this’</i> • required for sustainable growth • unlikely to prevent development in short to medium term • often aligned to placemaking objectives

- 5.7 The IDP will initially assign all of the infrastructure schedule projects into one of these four prioritisation categories. This theoretical assignment can be seen in Table 5.2.
- 5.8 It is important to note that this assignment is effectively a first stage in the prioritisation process and reasonably broad brush given the number of projects within the schedule.
- 5.9 Following this theoretical assignment, the drafting of the IDP project schedule will provide a second opportunity to review the application of these

categories to individual projects. Where project specific circumstances justified the need to reassign the prioritisation category this will be undertaken.

Table 5-2: Theoretical Application of Prioritisation Categories to Infrastructure Topics

Infrastructure Topic	Category A Critical	Category B Essential	Category C Policy priority	Category D Desirable
Transport	Highways	- Active Modes - Public Transport (bus and other)	Rail	
Education		- Early Years - Primary Schools - Secondary Schools - SEND Provision	- Further Education - Higher Education	
Healthcare and Emergency Services		- Primary Healthcare - Ambulance - Fire & Rescue - Police	- Acute and Mental Healthcare - Social Care	
Community and Civic Facilities			Cemeteries	- Community Centres - Libraries - Places of Worship
Indoor and Outdoor Sports			- Indoor Sports & Recreation - Outdoor Sports and Recreation	
Green Infrastructure			- Strategic - Country Parks, Ecological Reserves etc - SANG*	- Formal Parks and Gardens - Natural Green Space - Allotments
Water & Drainage	- Water Supply - Wastewater Treatment	Flood Risk Management		
Energy	- Electricity Distribution - Gas Distribution		Renewables	
Digital & Waste		- Digital Communications (mobile & broadband) - Waste Management		

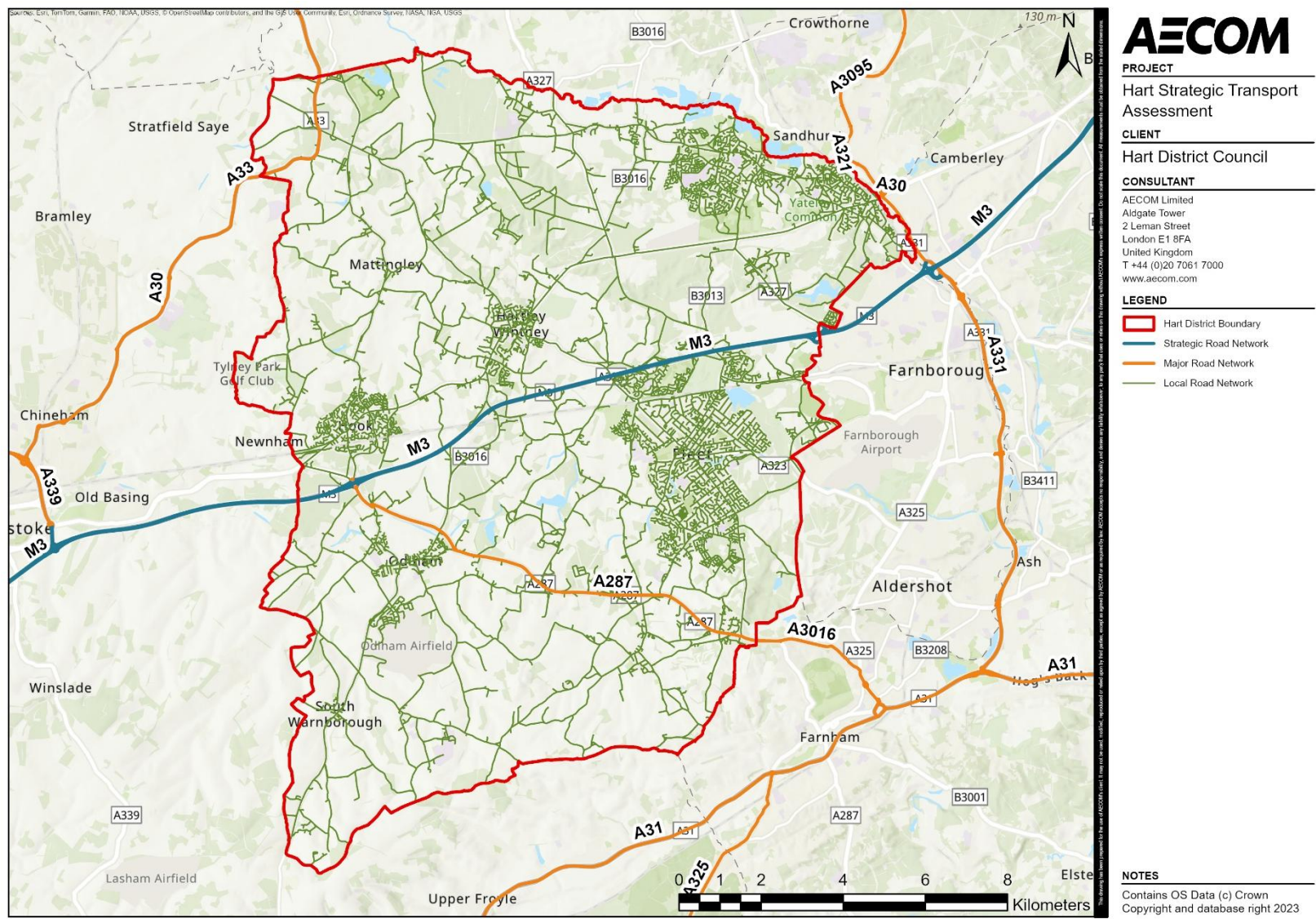
*Suitable Alternative Natural Greenspace (SANG) is a site-specific requirement for those development sites located within the catchment zone(s) of designated sites and is not applicable to all sites.

6. Next Steps

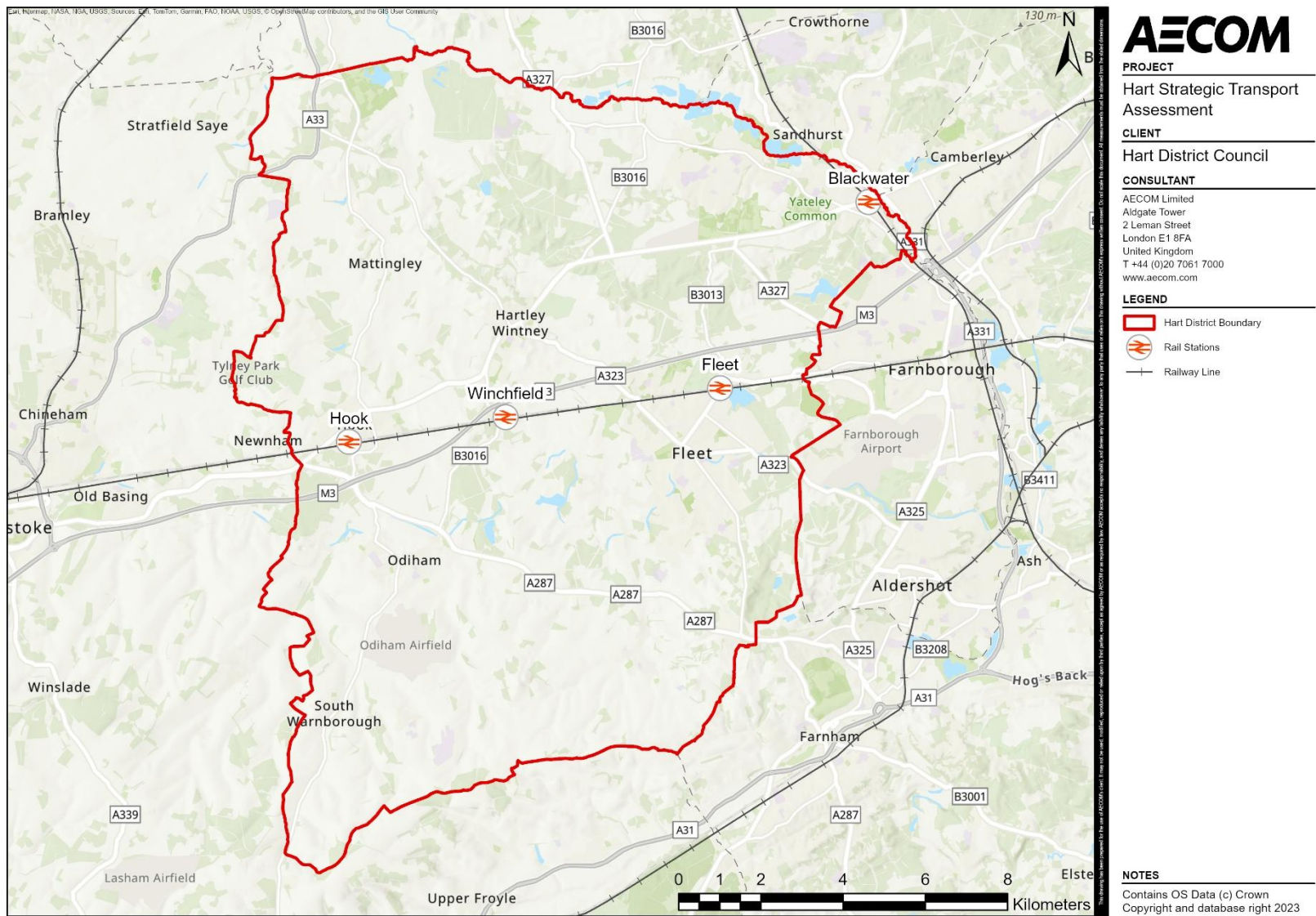
- 6.1 As it has been stated throughout this report and was made clear through the stakeholder engagement, the IDP is not a one-off deliverable but instead a living document that will be regularly reviewed and updated in line with progress on the local plan, strategic development sites and the emergence of new important information relating to infrastructure delivery.
- 6.2 The ability of this Part One IDP to review, analyse and engage with all service provision and infrastructure providers was not 100% comprehensive and response rates were limited in some areas. Where the project was not able to engage with a stakeholder these will need to be picked up as a focus area of engagement as part of the Part Two IDP and the next stage of Local Plan preparation.
- 6.3 As part of the next stage of the IDP, Part Two, the IDP will provide the following additional information to this report:
- An update to baseline information;
 - an assessment of infrastructure requirements across all infrastructure topics;
 - an updated IDP project schedule;
 - prioritisation of projects; and
 - a review infrastructure costs, funding and delivery implications.

Appendix A Map book

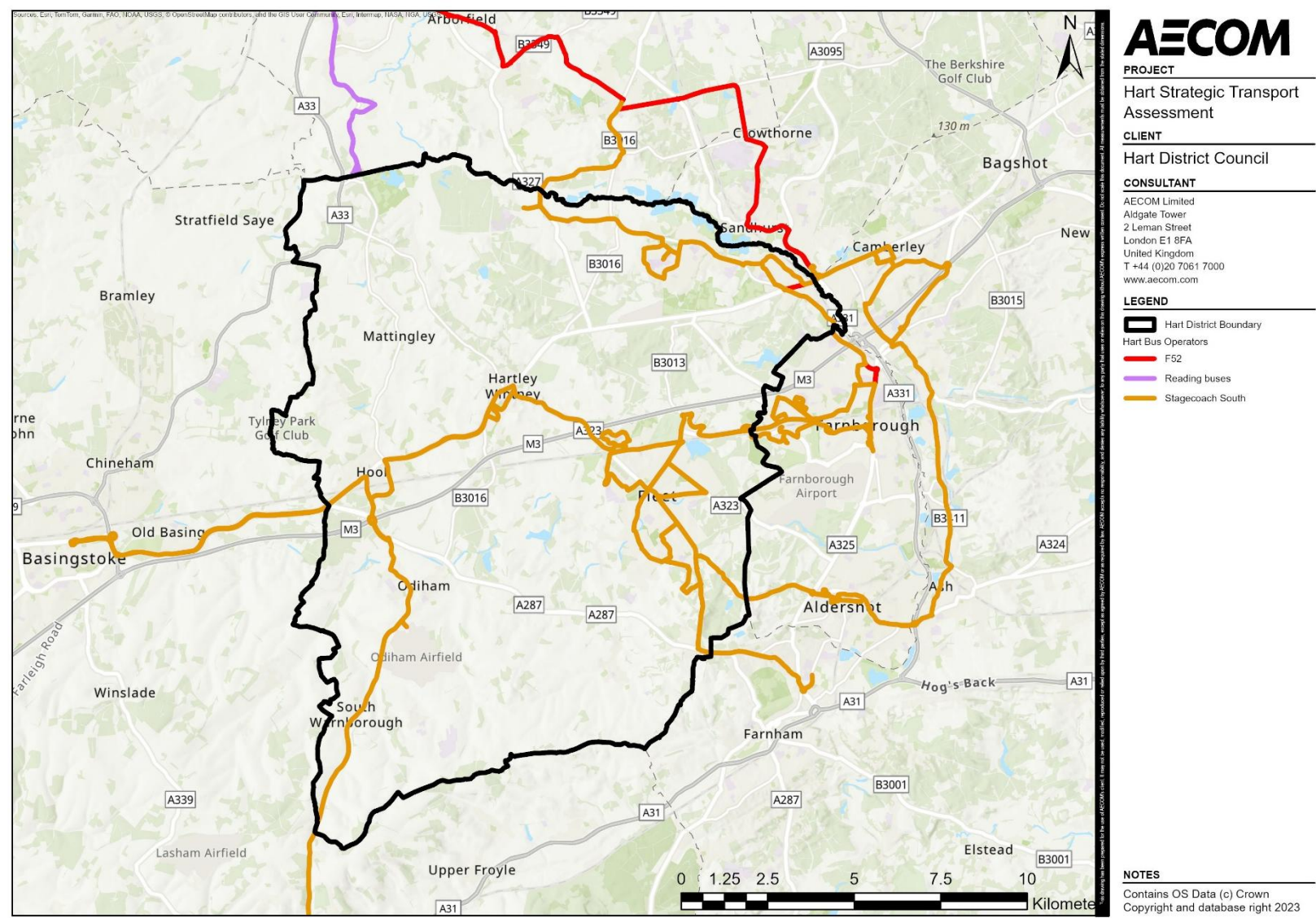
A.1 A map of highways transport across Hart District.



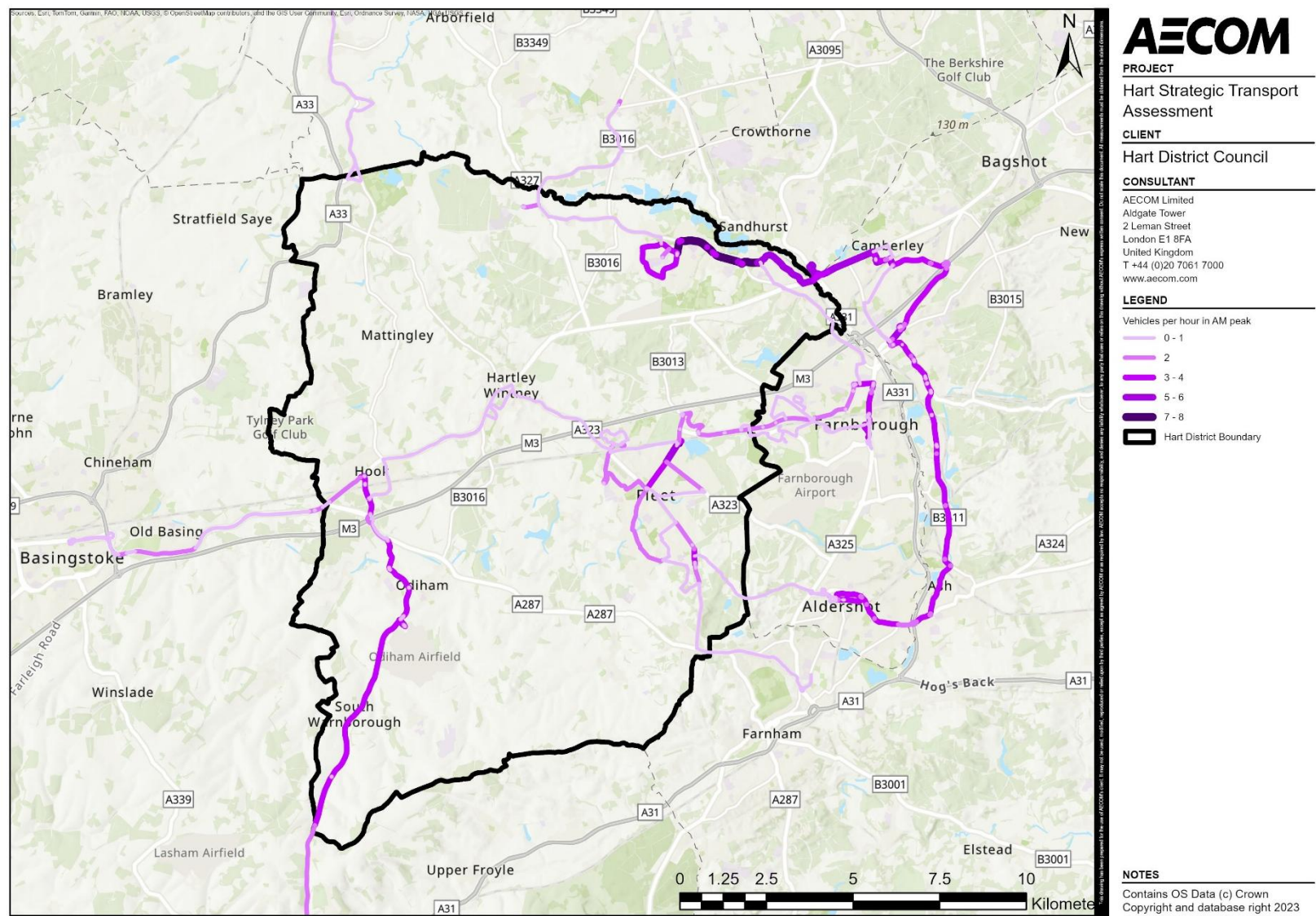
A.2 A map of rail transport across Hart District.



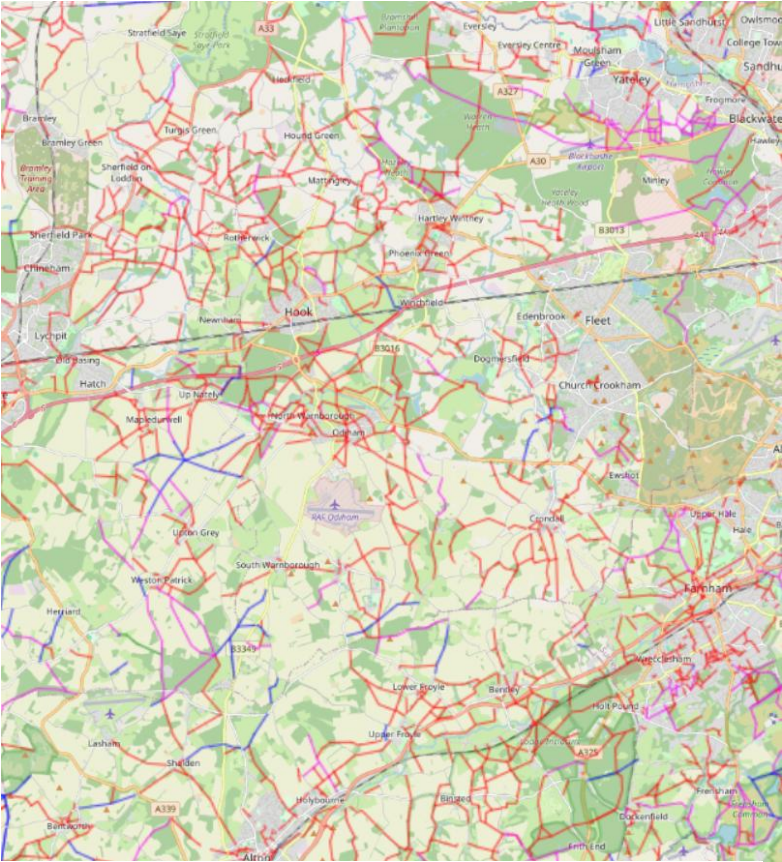
A.3 A map of public transport infrastructure across Hart District.



A.4 A map of public transport frequencies across Hart District.



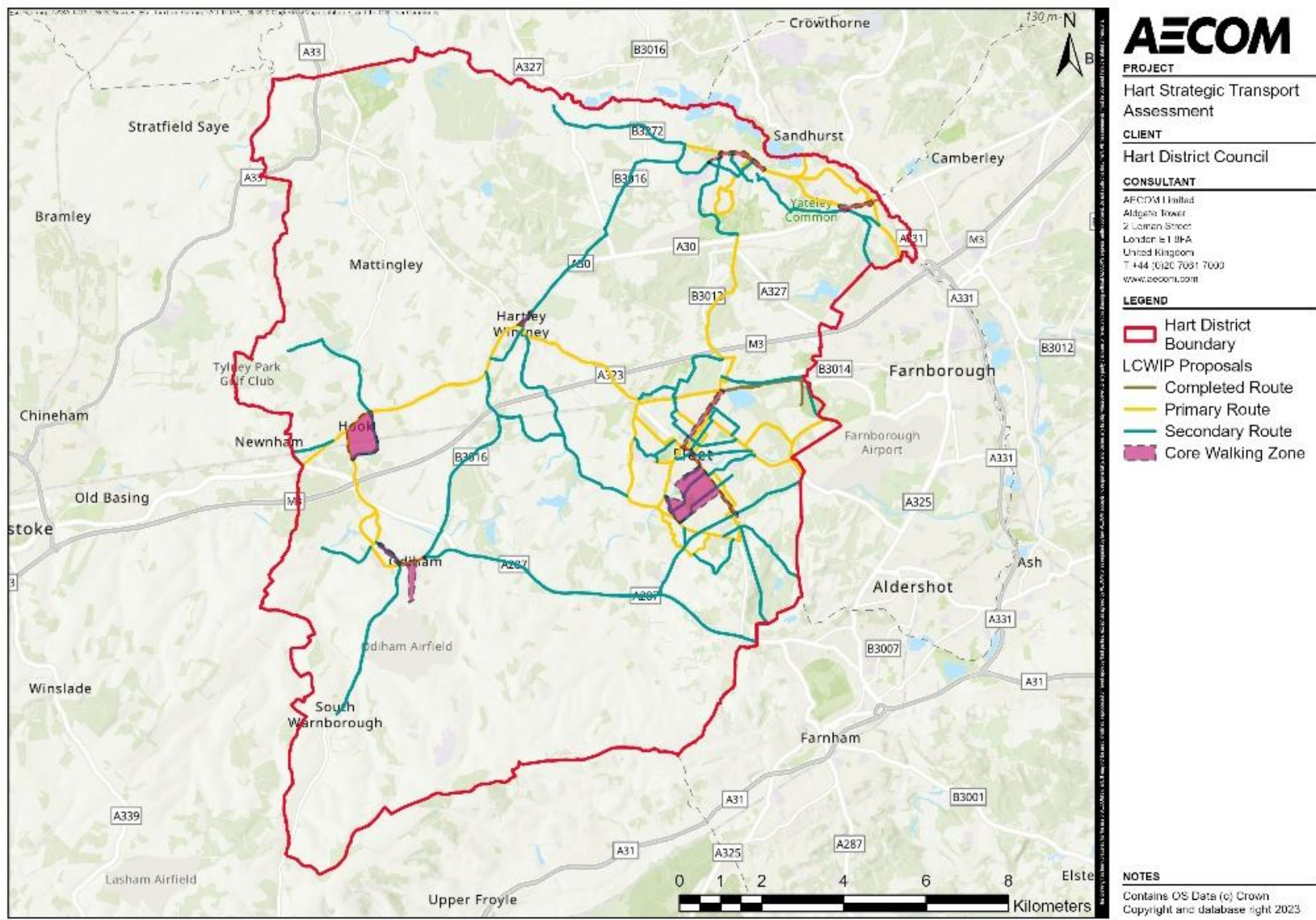
A.5 A map of walking and cycling provision across Hart District (Footpathmap.co.uk).



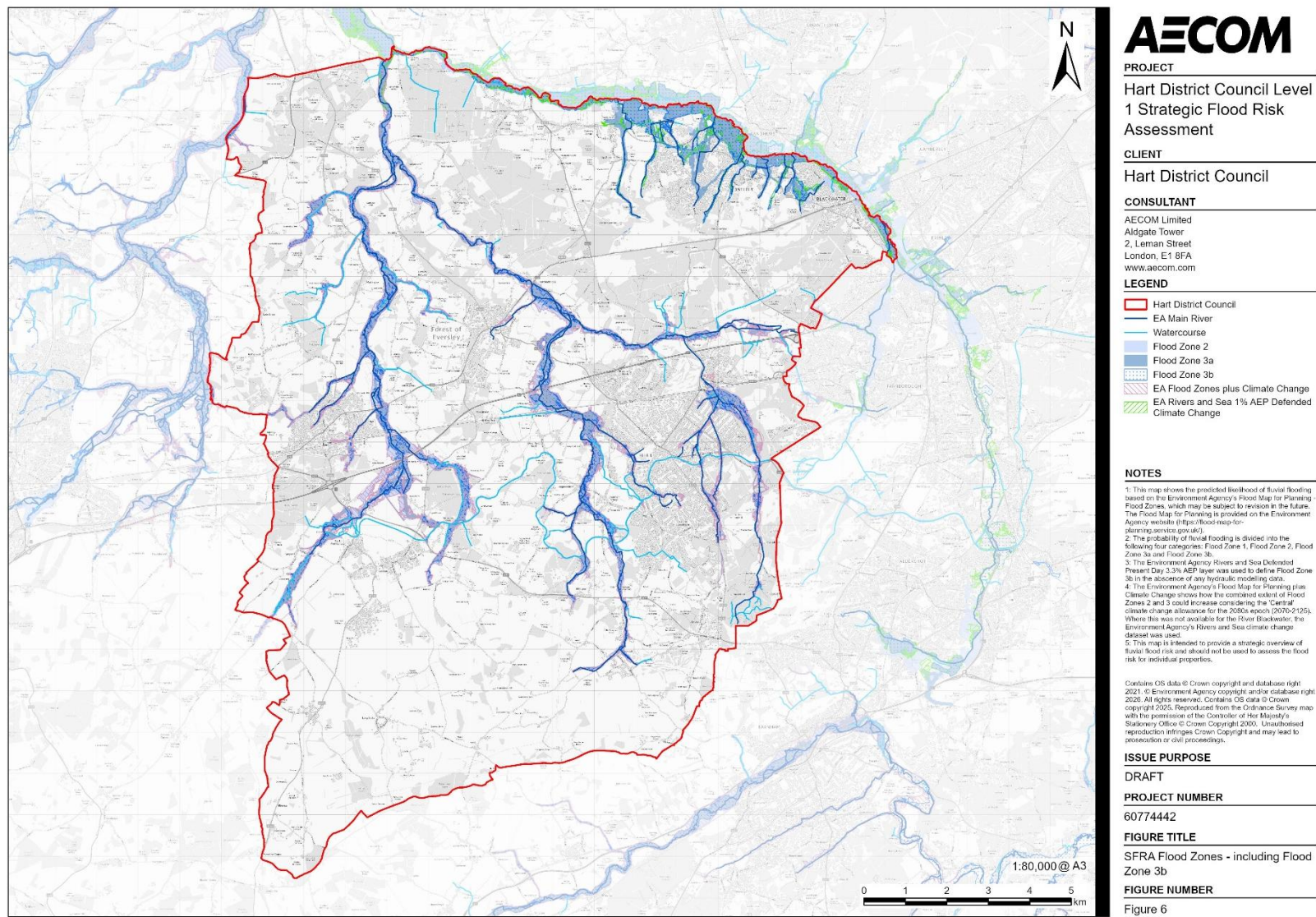
Right of Way

	Footpath (England & Wales), Core Path (Scotland)		Bridleway
	Restricted Byway		National Trail / Coastal Path
	Byway		

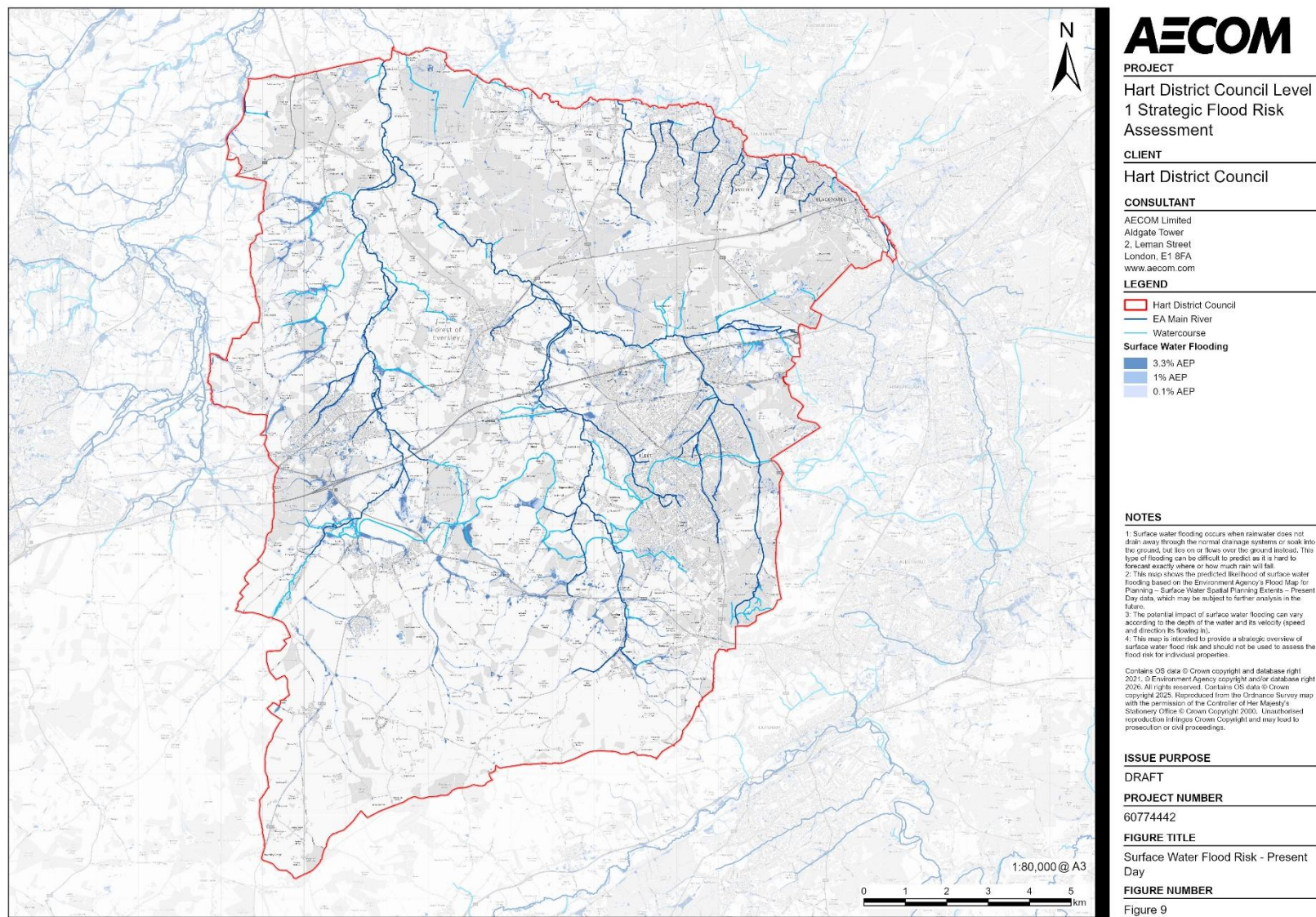
A.6 A map of existing and proposed active travel infrastructure across Hart District.



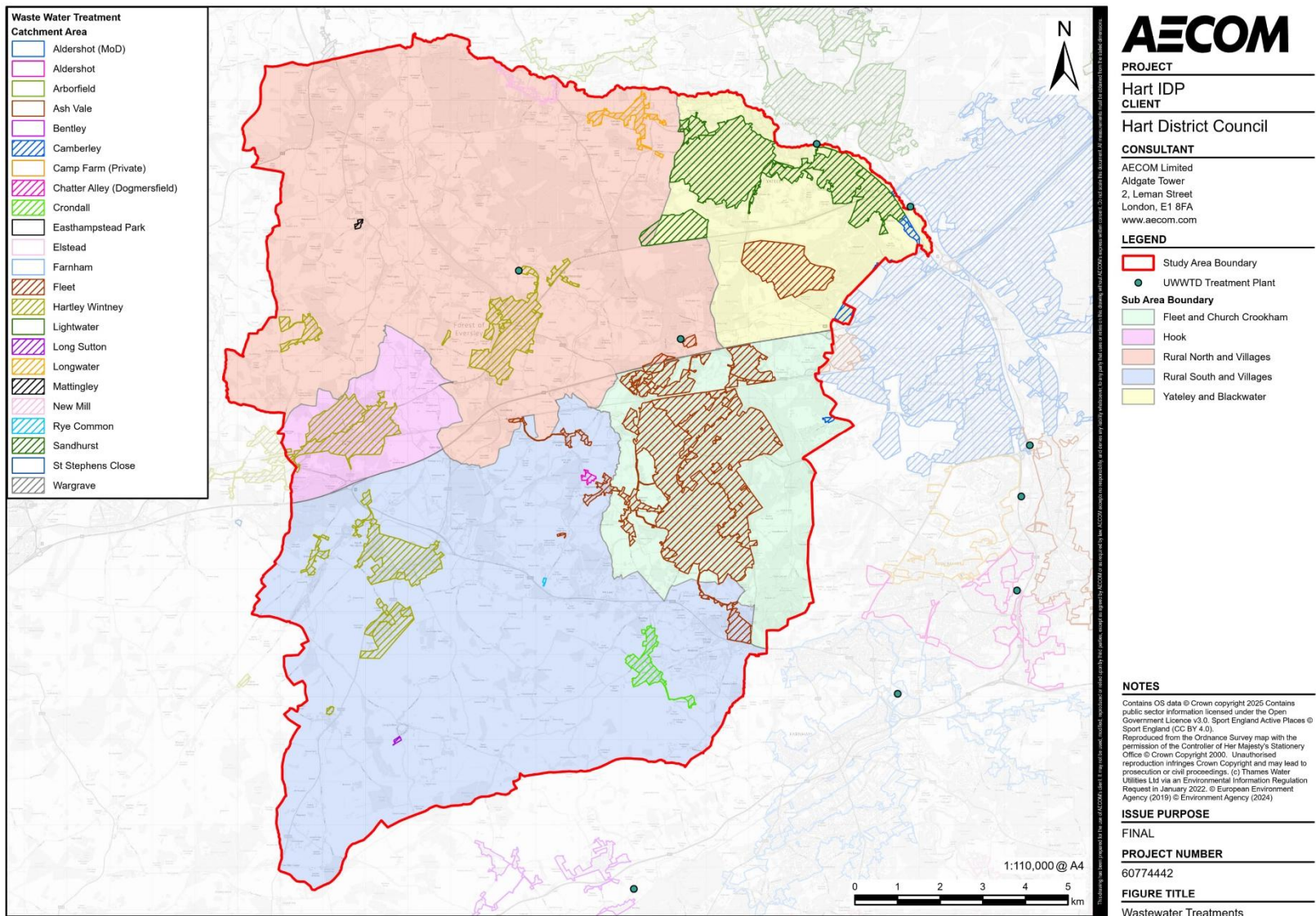
A.7 A map of flood risk from rivers and seas across Hart District.



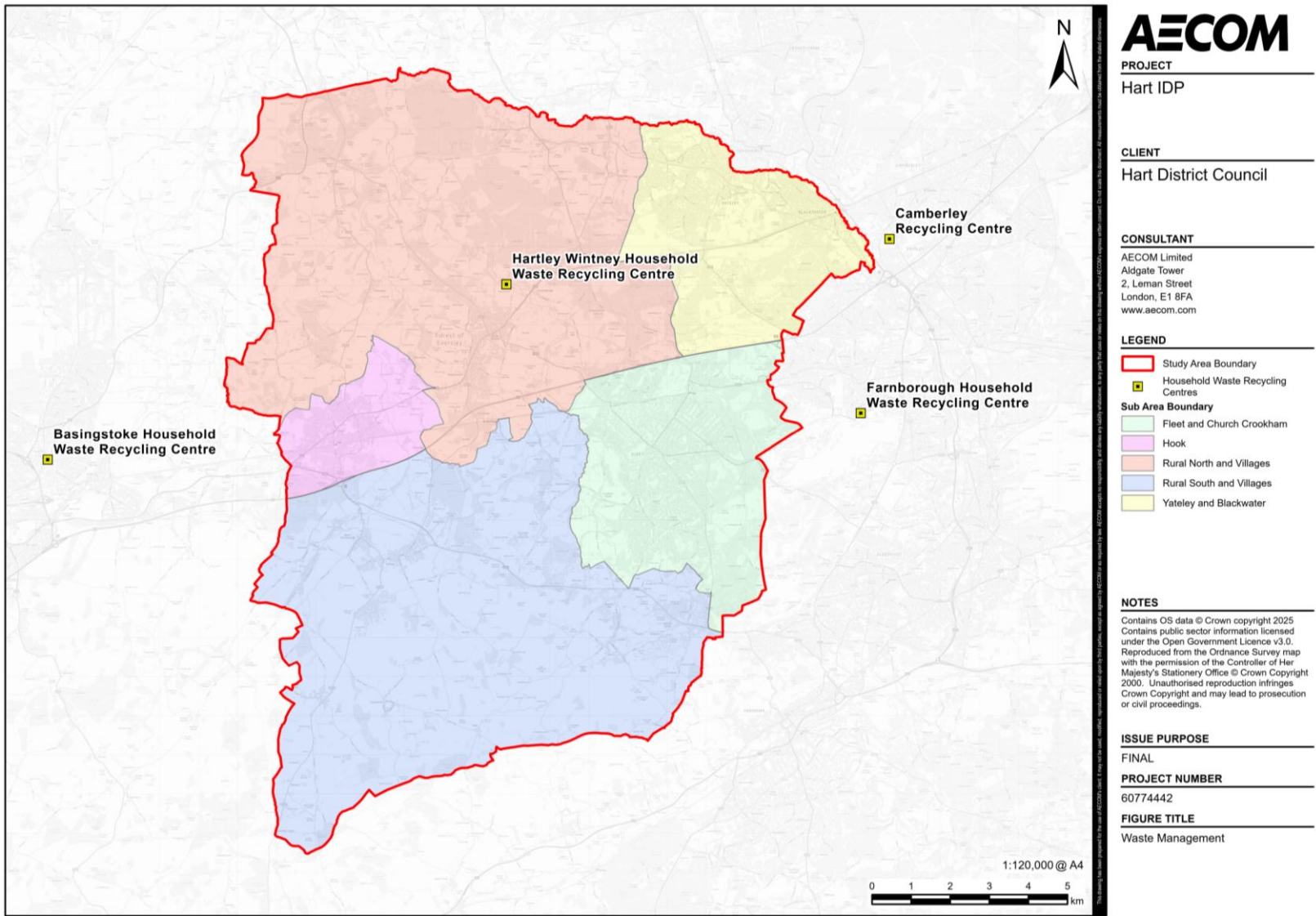
A.8 A map of surface water flood risk across Hart District.



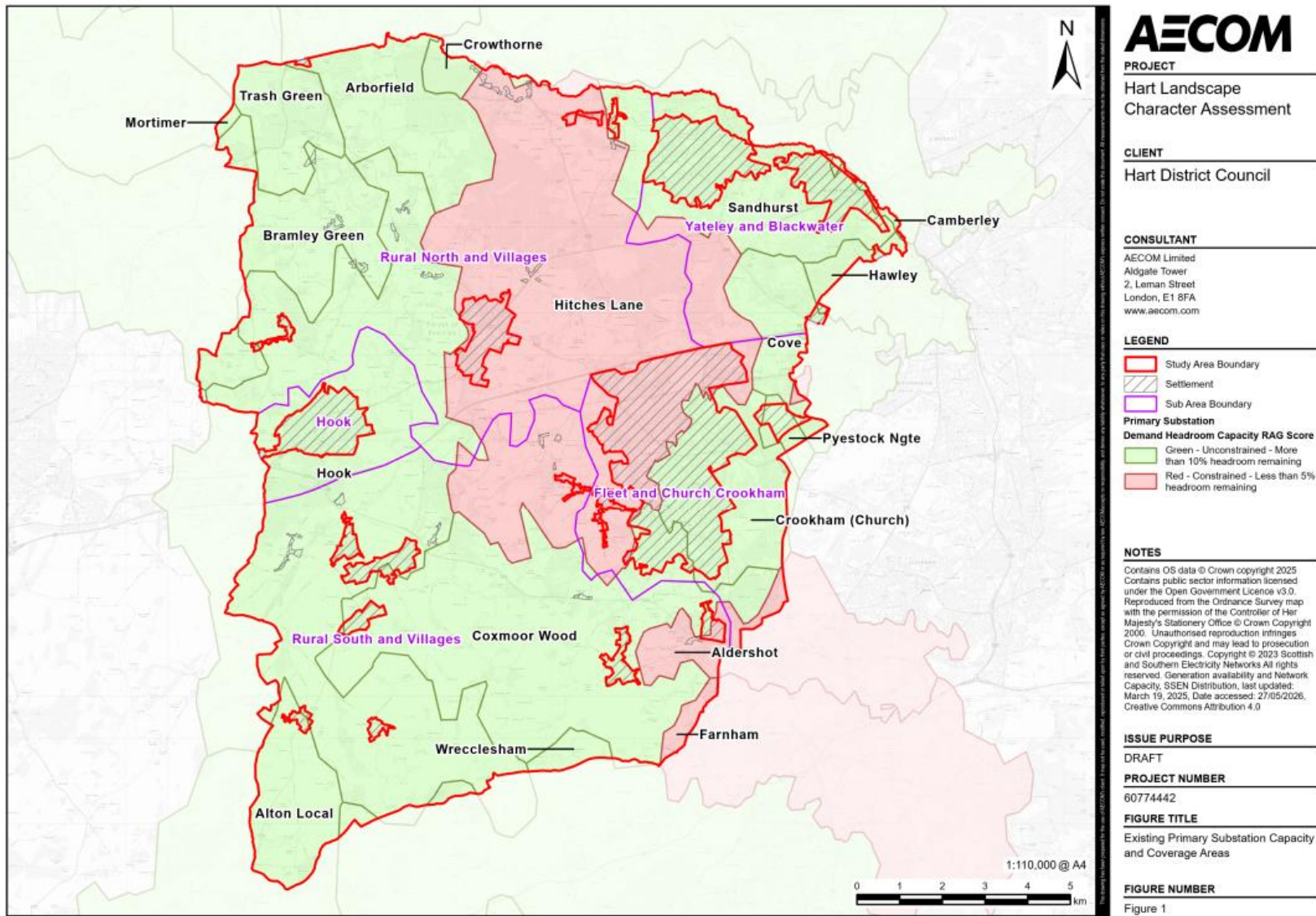
A.9 A map of urban wastewater treatment directive (UWWTD) treatment plans and their catchments across Hart District.



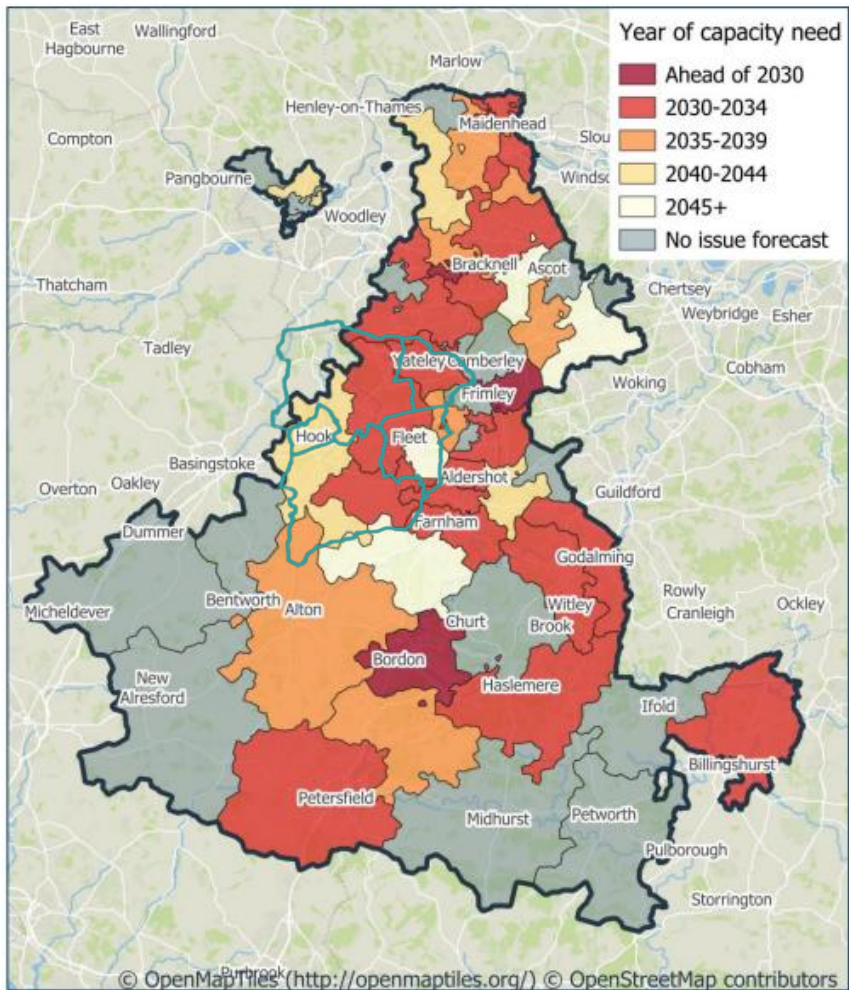
A.10 A map of household waste recycling centres within and near to Hart District.



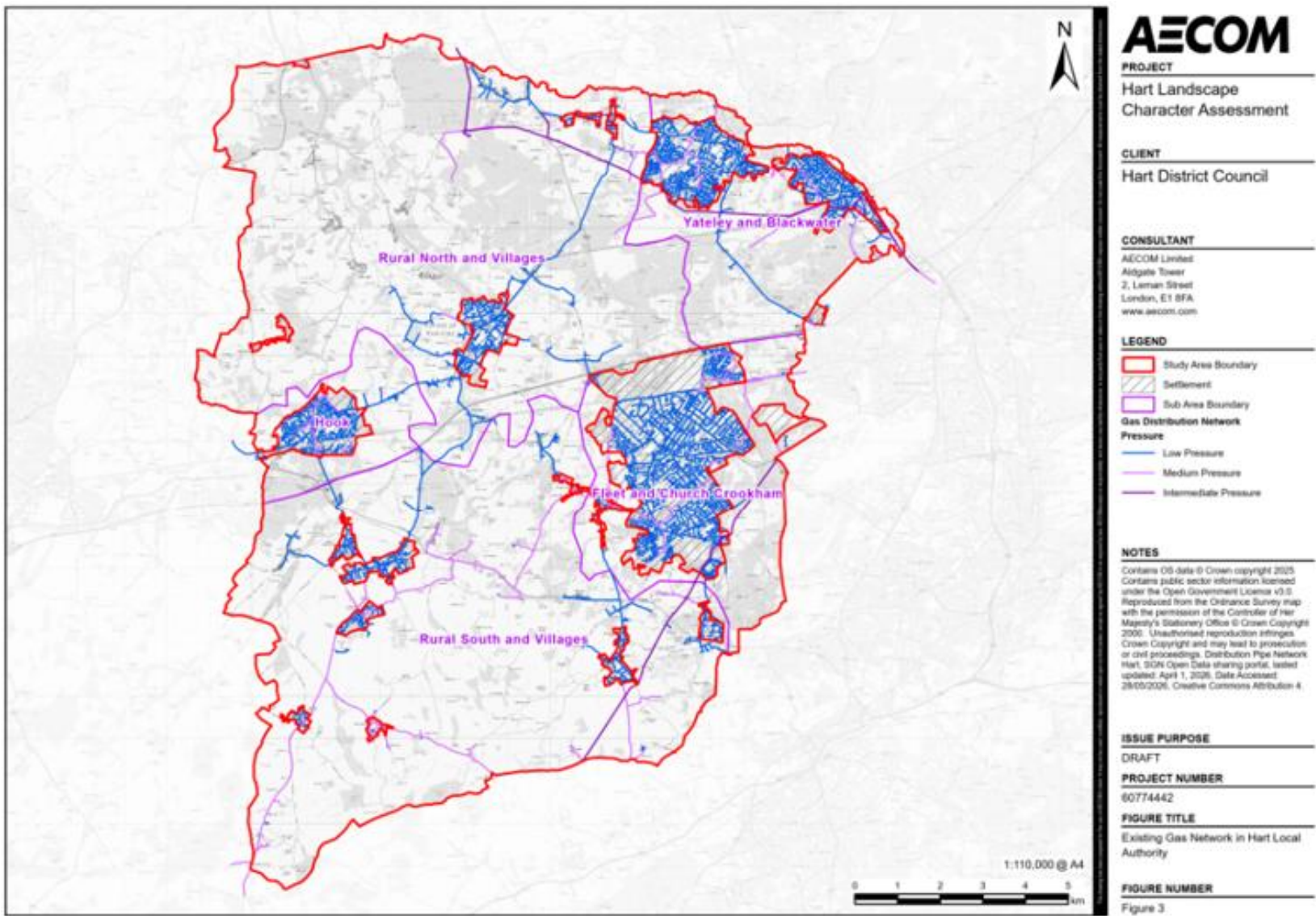
A.11 A map of SSN Primary Substation Coverage Areas and RAG Status



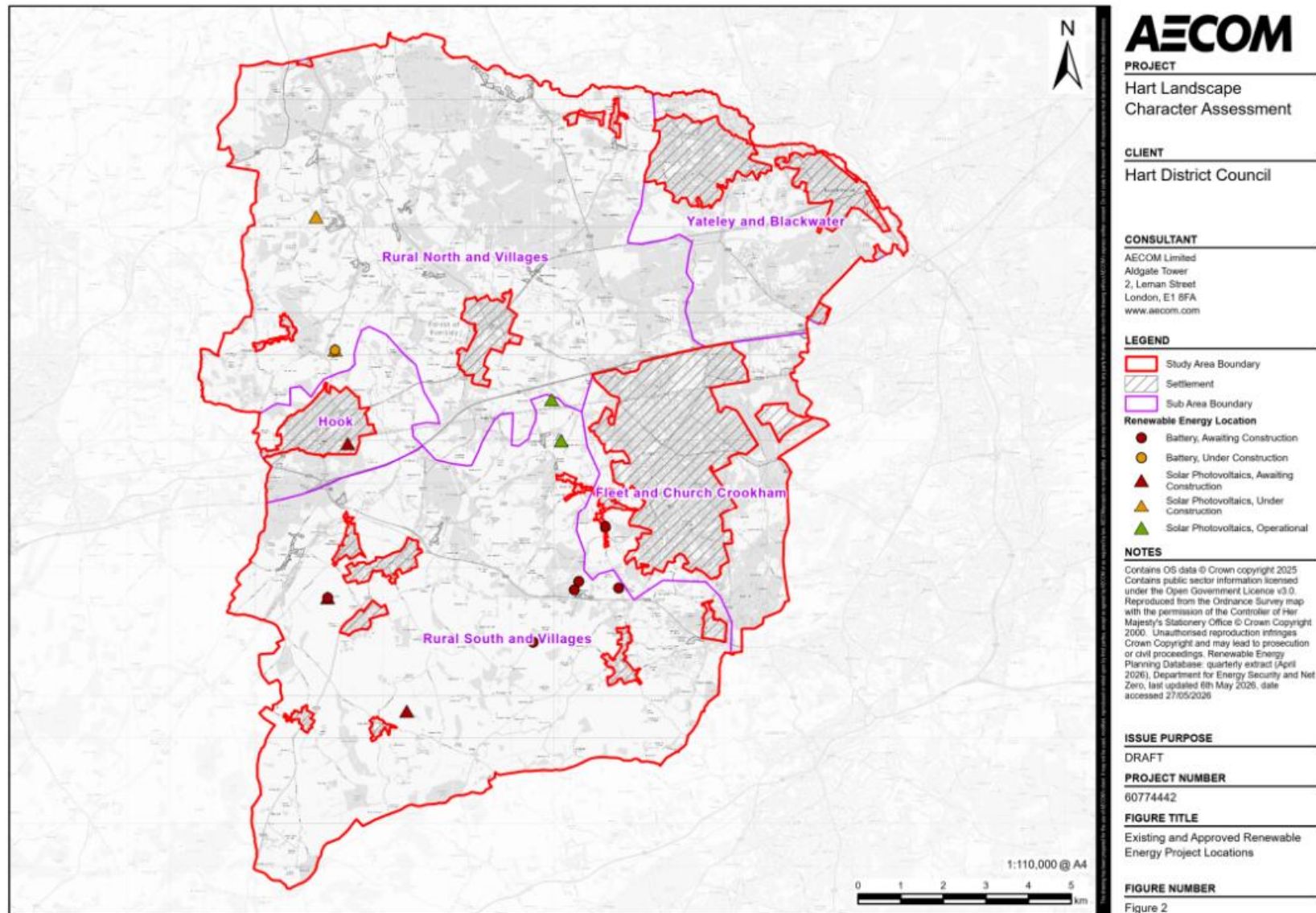
A.12 A map showing grid supply point based on consumer transformation



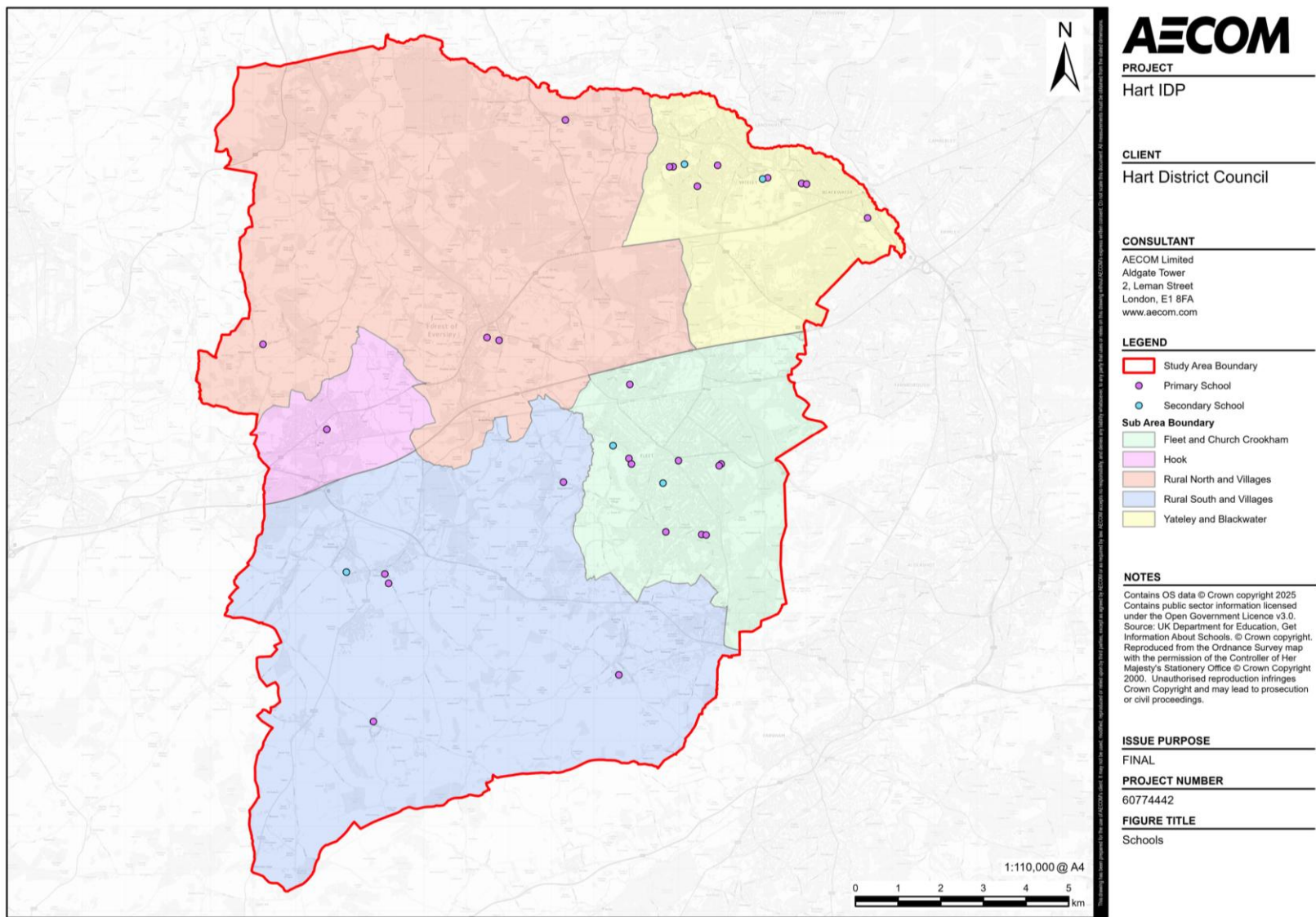
A.13 A map of the existing gas network



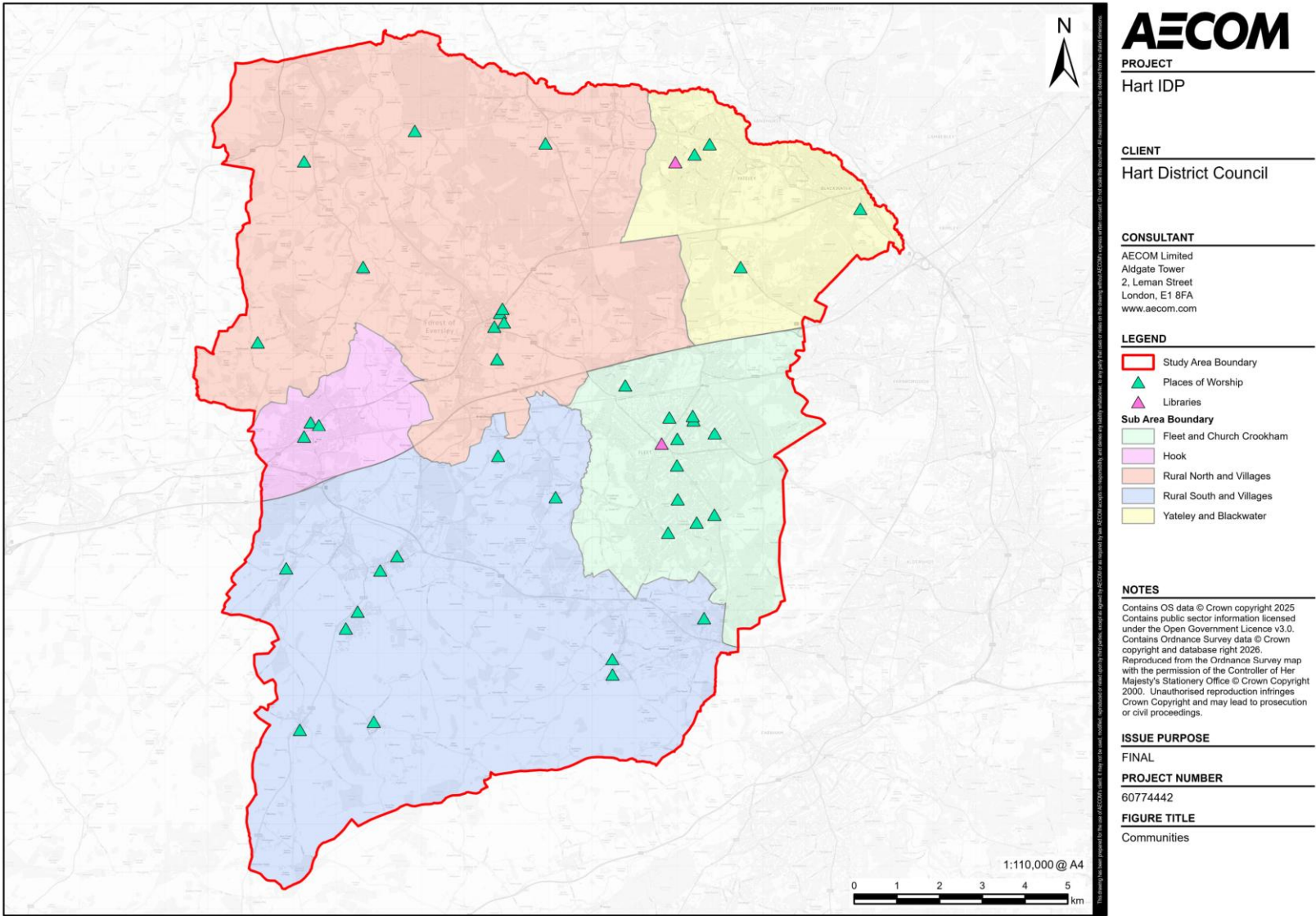
A.14 A map of existing and proposed renewable energy projects



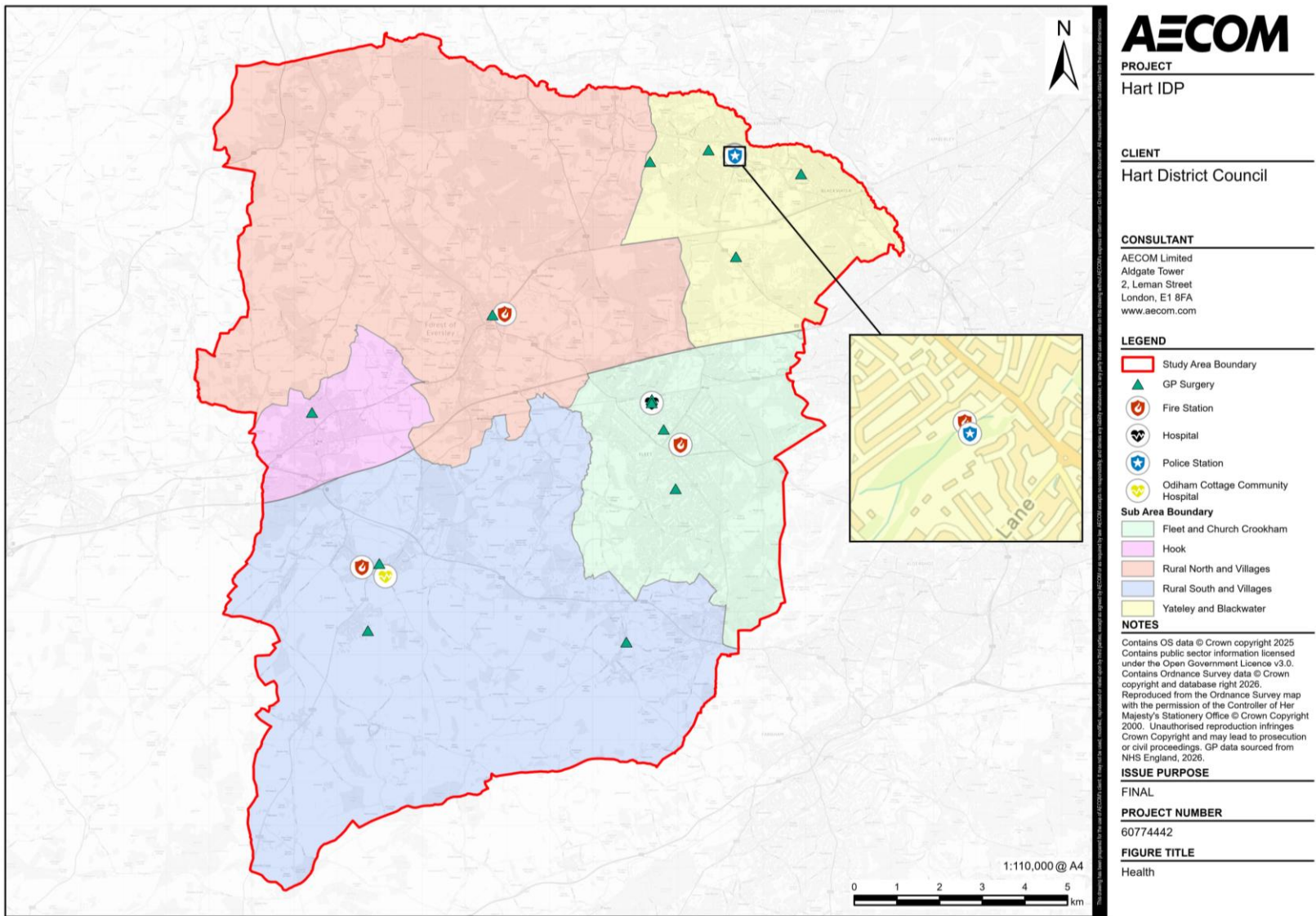
A.15 A map of education facilities across Hart District.



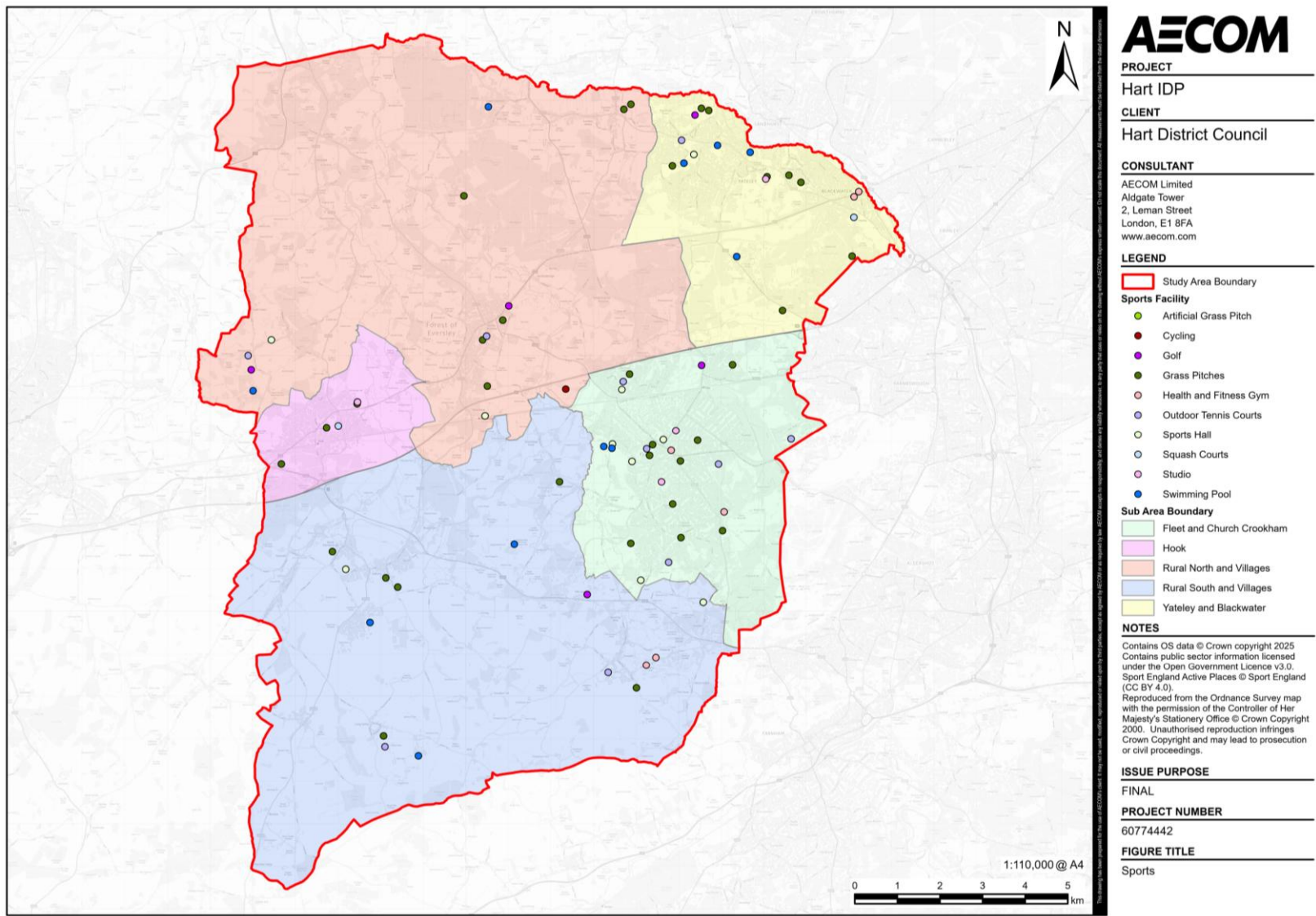
A.16 A map showing libraries and places of worship across Hart District.



A.17 A map of healthcare and emergency services across Hart District.



A.18 A map of indoor and outdoor sports and recreation facilities across Hart District.



A.19 A map of green and blue infrastructure across Hart District

A MAP OF GREEN AND BLUE INFRASTRUCTURE ACROSS THE HART DISTRICT WILL BE ADDED IN THE PART TWO IDP.

