

Hart Employment Land Review (ELR)

FINAL REPORT

September 2026

Quality information

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Revision History

Revision	Revision date	Details	Authorised	Name	Position
V1	August 2026	Draft Report	JH	Jon Howells	Director
V2	September 2026	Final Report	JH	Jon Howells	Director

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List of Acronyms

ELR	Employment Land Review
EPC	Energy Performance Certificate
FEMA	Functional Economic Market Area
GDPO	General Permitted Development order
HDC	Hart District Council
HEDNA	Housing and Economic Development Needs Assessment
LAA	Land Availability Assessment
LTP4	Local Transport Plan 4
MEES	Minimum Energy Efficiency Standards
NPMP	National Development Management Policies
NPPF	National Planning Policy Framework
PDR	Permitted Development Rights
PPG	Planning Practice Guidance
R&D	Research and Development
SQM	Square Meter(s)

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1. Key Findings

- 1.1.1 This section presents key findings in relation to the assessment of employment land supply in Hart, undertaken by AECOM in June-August 2026, and provides a review of their quality as sites for employment use.

1.2 Property Market and Supply Context

- 1.2.1 A desk-based property market assessment, based on CoStar data, provides an overview of office, light industrial, industrial and logistics properties in Hart, as well as key trends in these markets.
- 1.2.2 Hart's office stock has reduced by approximately 28% between 2016 and 2026. The office baseline, in 2026, comprises 237 properties providing 194,504 sqm of floorspace.
- 1.2.3 The market is dominated by smaller premises, with 62.0% of buildings measuring under 500 sqm. Overall office vacancy stands at 5.9% (11,476 sqm), falling below the standard 8% frictional benchmark and pointing to supply constraints for smaller occupiers.
- 1.2.4 Industrial floorspace in Hart totals 143,325 sqm across 126 properties, representing roughly 11% of the Functional Economic Market Area (FEMA) total floorspace.
- Light Industrial [E(g)(iii)] & General Industrial [B2]: These uses exhibit extremely low operational vacancy rates of 1.1% (185 sqm) and 0.7% (158 sqm) respectively. Both operate significantly below standard frictional rates, indicating acute supply tightness for small-to-medium enterprise (SME) operational space. However, total floorspace across these two uses is small, and any movement on the property market could have a significant impact on vacancy rates.
 - Storage and Distribution [B8]: B8 space accounts for the largest share of industrial floorspace (103,969 sqm). Vacancy is elevated at 15.9% (16,531 sqm), exceeding the FEMA benchmark of 12.3% following recent pipeline completions.
- 1.2.5 Approximately 78.1% of commercial buildings in Hart face potential non-compliance under proposed Minimum Energy Efficiency Standards (MEES) requiring an EPC rating of B by 2030. This highlights a substantial ongoing requirement for estate modernisations, retrofits, and carbon reduction measures.

1.3 Site Assessments and Future Growth Requirements

- 1.3.1 Detailed site appraisals across 24 employment locations (five Strategic, 14 Locally Important, and five undesignated sites) confirm that existing designated areas are generally well-functioning and should be safeguarded.

Selective scope exists for estate intensification or re-letting, notably at Meadows Business Park, Bartley Wood Business Park, and Redfields Business Park.

- 1.3.2 In line with the Hart HEDNA (2026), the preferred growth scenario requires a net increase of 8,300 sqm of office floorspace (1.3 ha) and 3,000 sqm of industrial floorspace (0.7 ha) over the 10-year Local Plan period to 2039 (totalling 11,300 sqm or 2.0 ha).
- 1.3.3 Over the extended plan period to 2044, the preferred growth scenario requires a net increase of 9,300 sqm of office floorspace (1.3 ha) and 8,600 sqm of industrial floorspace (2.2 ha) (totalling 17,900 sqm or 3.6 ha).
- 1.3.4 Accounting for committed development permissions yields a net loss of 3,850 sqm of office space (-1.1 ha) and a net gain of 3,708 sqm of industrial space (-1.0 ha). Based on firm planning pipeline commitments alone, Hart faces an employment land deficit of 5.7 ha (2.5 ha for office and 3.2 ha for industrial) over the plan period. Even if all identified vacant land plots (1.8 ha) and uncertain redevelopment/intensification opportunities (2.9 ha) are fully realised, a residual gap of 1.0 ha remains (0.4 ha office, 0.6 ha industrial).
- 1.3.5 To meet future shortfalls, Hart District Council can draw upon suitable options identified in its 2026 Land Availability Assessment (LAA), which identified up to 465.4 ha of land that could be suitable (partially or wholly) for employment use through a Call for Sites, as well as up to 94.9 ha potentially available through redevelopment or expansion of existing sites.

1.4 Strategic Policy Directions

- 1.4.1 To address the forecast land deficit of 5.7 ha and ensure economic resilience through 2044, recommendations are made and categorised into seven priority policy mechanisms:
 - Protect Employment Stock: Formally safeguard existing Strategic and Locally Important employment sites within the Local Plan to prevent further losses to non-employment uses.
 - Utilise Article 4 Directions: Implement targeted Article 4 Directions in core commercial hubs, such as Fleet, to curb unsanctioned office-to-residential conversions enabled by Permitted Development Rights (PDR).
 - Formalise Undesignated Sites: Upgrade the status of established, viable undesignated industrial locations to formal employment designations, ensuring their long-term protection and development.
 - Target SME Provision: Prioritise policy support and delivery for modern, flexible SME premises under 500 sqm (office) and light industrial space [E(g)(iii)] to relieve market tightness and low frictional vacancy.
 - Monitor Vacancy: Regularly review the level of vacancy across office, light industrial and industrial uses to ensure that space shortages do not negatively impact on growth.

- **Manage Logistics Supply:** Adopt a cautious, demand-led approach toward new strategic B8 logistics allocations, given elevated local vacancy rates (15.9%) and recent pipeline deliveries.
- **Support Sustainability:** Support the retrofitting of commercial spaces and high-quality developments. Require new proposals to provide adequate off-street parking and HGV servicing space to prevent overspill on roads.

2. Objectives and Outline

2.1 Introduction

- 2.1.1 Hart District Council (HDC) are preparing a new Local Plan. This will be a key planning document that will shape, plan, and manage growth, regeneration, and development across the District. This Employment Land Review (ELR) provides an updated evidence base to assess the balance between the supply of and demand for employment land within Hart District which will support the new Local Plan. The new Local Plan period starts in 2026 and extends to 2044, providing an 18-year vision for Hart.
- 2.1.2 Prepared in parallel with the Hart Housing and Economic Development Needs Assessment (HEDNA 2026), this report informs emerging Local Plan policies by evaluating existing commercial property stock, and identifying and assessing strategic and local site capabilities. Therefore, this report should be read in conjunction with the Housing and Economic Development Needs Assessment HEDNA (2026), which provides a detailed assessment of future demand for employment space in Hart over the Plan period.
- 2.1.3 The two documents inform the Comparison between Supply and Demand (Section 6) and the Policy recommendations (Section 0) in this report.
- 2.1.4 The scope of the Hart ELR encompasses all employment land within the borough, defined as land and premises used for office and industrial activities. This includes the following use classes: E(g)(i) (offices), E(g)(ii) (research and development), E(g)(iii) (light industrial), B2 (general industrial), and B8 (storage and distribution).
- 2.1.5 In total, 20 designated employment sites (and two additional sites) were assessed in detail. Where sites did not meet the size criteria¹ for detailed assessment, their contribution was still captured through overall floorspace calculations and market analysis.

2.2 Objectives

- 2.2.1 The primary objective of the Hart ELR is to provide a detailed, evidence-based understanding of the current provision of employment land and premises in the and how this can meet future needs². The study aims to:
- Assess the quantity and quality of existing employment land and its suitability to support ongoing and future economic activity.
 - Compare the supply of existing employment land against forecast demand, identifying any gaps or surpluses.

¹ Sites under 0.25 ha were not considered as part of the detailed assessment and site survey

² As assessed in the Hart HEDNA.

- Provide clear, actionable recommendations for employment land policies, including the identification of strategic and locally significant employment sites, and guidance on the protection, release, or intensification of sites.
- Ensure that the Local Plan is responsive to the needs of key growth sectors, supports innovation and enterprise, and aligns with broader economic strategies at the local and regional level.

2.3 Approach

- 2.3.1 The National Planning Policy Framework (NPPF) outlines the principles that Local Planning Authorities should follow in order to prepare their evidence base which informs the development of employment land policies.
- 2.3.2 The need for Local Planning Authorities to produce an up-to-date employment land evidence base, along with the suggested format, is outlined in National Planning Practice Guidance ('PPG'), published in March 2025. The PPG is periodically updated; the 'Housing and Economic Needs Assessment' was published in 2015 and last updated in 2025.

2.4 Report Structure

- 2.4.1 The remainder of this report is structured as follows:
- Section 3: Planning Policy Context
 - Section 4: Property Market Baseline
 - Section 5: Supply Assessment
 - Section 6: Comparison Between Supply and Demand
 - Section 7: Conclusion and Recommendations

3. Planning Policy Context

3.1 Introduction

- 3.1.1 This section examines the relevant national policy and planning practice guidance at the time of writing, as well as the local planning context and related evidence relevant to employment land supply in Hart. Additional policy context, relevant to the assessment of future economic development needs, is presented in the Hart HEDNA (2026) report.

3.2 National Policy and Guidance

National Planning Policy Framework (NPPF) (2026)

- 3.2.1 The National Planning Policy Framework³ (NPPF), published on 17th August 2026, sets out the Government's economic, environmental, and social planning policies for England and provides overarching guidance on the Government's development aims. At the heart of the NPPF is a permanent presumption in favour of suitably located development, establishing a default national policy position to support, optimise, and approve sustainable development proposals – particularly on brownfield and suitably located urban land – across both plan-making and national decision-making policies. .
- 3.2.2 Under Chapter 7 (Building a Strong, Effective Economy) of the NPPF 2026, planning policies and decisions must actively create the conditions in which businesses can invest, expand, and adapt. The Framework explicitly directs that significant weight should be placed on supporting economic growth and national productivity, balancing local business requirements with strategic regional opportunities. Furthermore, decisions must enable areas to build on their core economic strengths, address structural weaknesses, and proactively accommodate future market demands, with specific national policy support for flexible SME premises, high-growth industrial and logistics sectors, and high-density commercial developments situated near transport nodes..
- 3.2.3 In addition, the Framework aims to identify strategic sites for local and inward investment, address potential barriers to investment, allow for new and flexible working practices, and enable a rapid response to changes in economic circumstances.
- 3.2.4 The NPPF encourages planning policies to establish a clear economic vision and strategy that actively promotes long-term sustainable growth, specifically aligning local plan-making with national priorities set out in Invest 2035: The UK's Modern Industrial Strategy.

³ Ministry of Housing, Communities & Local Government, (2024); National Planning Policy Framework

Planning and Infrastructure Act (2025)

- 3.2.5 The Planning and Infrastructure Act 2025⁴ is new framework legislation for England that reforms town and country planning and consenting for major infrastructure, including housing, transport, energy and related development. The Act supports faster strategic planning and infrastructure delivery to support economic growth and job creation alongside large-scale housing.

Planning Practice Guidance (2025)

- 3.2.6 Planning Practice Guidance (PPG)⁵ includes guidance on housing and economic needs assessments, and housing and economic land availability assessments.
- 3.2.7 Guidance on housing and economic needs assessments states that authorities need to prepare an evidence base to understand existing business needs, which will have to reflect local circumstances and market conditions. This includes assessing the best fit functional economic market area (FEMA), existing stock of land for employment uses within the area, recent pattern of employment land supply and loss, market demand and failure, and wider market signals relating to economic growth.
- 3.2.8 For housing and economic land availability assessments, PPG requires local planning authorities to work with other local authorities within the functional economic market area when assessing availability of land. A wide range of sites should be considered including existing sites that could be improved, intensified or changed.

The Town and Country Planning (General Permitted Development) (England) Order (2022)

- 3.2.9 In 2022, the Government amended the previous Town and County Planning (General Permitted Development) (England) (Order 2015)⁶ which introduced permitted development rights (hereafter referred to as ‘PDR’) allowing certain building and development works to be carried out without the need of the normal planning process⁷. These rights exist under the General Permitted Development order (GDPO) and were introduced to facilitate housing growth to meet targets across England. New types of permitted development have been introduced to make it easier for people to extend their home, create new homes in existing buildings such as offices, shops and warehouses or demolish vacant previously classified B1(a), B1(b), B1(c) or C3 space and rebuild as residential.

⁴ <https://www.legislation.gov.uk/ukpga/2025/34>

⁵ Ministry of Housing, Communities and Local Government (2025). Planning Practice Guidance

⁶ HM Government, (2016); The Town and Country Planning (General Permitted Development) (England) Order 2015, as amended

⁷ HM Government, (2016); The Town and Country Planning (General Permitted Development) (England) Order 2015, as amended

3.2.10 The Town and Country Planning (General Permitted Development) (England) (Amendment) (No. 3) Order 2020 came into effect on 31 August 2020. This dealt with PDRs for demolition and rebuilding as residential. Article 4 of the 2020 Order added a new class ZA to the 2015 Order, dealing with demolition of buildings and construction of new dwellings in their place. To fall within the scope of this new PDR, the building to be demolished must:

- have been built before 1 January 1990;
- be vacant, redundant or free-standing; and
- fall within the following use-classes on 12 March 2020:
 - B1(a) offices
 - B1(b) research and development
 - B1(c) industrial processes (light industrial)
 - C3 residential (only applicable for free-standing, purpose-built residential blocks of flats).

3.2.11 This PDR is subject to the prior approval process and the building must have been vacant for at least six months prior to the date of the application for prior approval.

3.2.12 Class MA of the general committed development order, introduced in August 2021, allows the change of use of commercial, business, and service premises to change to residential without the need for planning permission.

3.2.13 The current Use Classes were last updated on 1 September 2020. Class B now comprises B2 General Industrial and B8 Storage and Distribution, while previously classified B1(a), B1(b) and B1(c) uses are now as follows:

- E(g)(i): Offices to carry out any operational or administrative functions;
- E(g)(ii) Research and development of products or processes; and
- E(g)(iii) Industrial processes.

Localism Act (2011) (Duty to Co-operate) (2011)

3.2.14 The Duty to Co-operate was abolished on 25th March 2026. In its place, new policies in the NPPF (to be published in 2026) will ensure strategic issues are addressed, but with less procedural burden. Until the alignment policy approach is consulted on and published, authorities should continue working constructively with neighbours.

Levelling Up and Regeneration Act (2023)

3.2.15 The Levelling Up and Regeneration Act⁸ was given Royal Assent in October 2023 at which point it was enacted in law. The Act aims to ‘speed up the planning system, hold developers to account, cut bureaucracy, and encourage

⁸ Levelling Up and Regeneration Act 2023

more councils to put in place plans to enable the building of new homes’⁹. A central tenet of the Act included the introduction of National Development Management Policies (NPMPs) which give the same weight as local plans in decision-making on planning applications; the scope of which could be anything that concerns the development or use of land in England.

- 3.2.16 The Act abolishes the ‘duty to cooperate’ with the intention that a new ‘flexible alignment policy’ will be introduced by the Government¹⁰, subject to regulations coming into force. Although not yet developed, the alignment policy will be used for ‘developing infrastructure in common’. Some concerns have been raised that cooperation between local authorities may become disincentivised¹¹.

3.3 Local Policy Context

Local Transport Plan 4 (2024)

- 3.3.1 Hampshire County Council’s Local Transport Plan 4 (LTP4)¹² sets out its vision for future transport and travel infrastructure. The plan describes the transport vision for 2050 including key transport outcomes the council seeks to achieve and the principles that would guide future investment and decision making. The plan also sets out transport policies covering all aspects of transport planning, delivery, and operation.

- 3.3.2 The vision set out in the LTP4 is:

“A carbon neutral, resilient and inclusive transport system designed around - and with – people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment”

- 3.3.3 The LTP4 is also based around four key transport-related outcomes covering climate change, environment, economy, and health and society:

- A carbon neutral, resilient Hampshire;
- Respect and protect Hampshire’s environment;
- Thriving and prosperous places; and
- Healthy, happy, inclusive lives.

⁹ Department for Levelling Up, Housing and Communities, (2023); New laws to speed up planning, build homes and level up. Available at: <https://www.gov.uk/government/news/new-laws-to-speed-up-planning-build-homes-and-level-up>

¹⁰ House of Commons Library, (2023); Planning reforms in England: Levelling Up and Regeneration Act 2023 and further changes.

¹¹ Royal Town Planning Institute, (2023); March 2023 NPPF consultation response. Available at: <https://www.rtpi.org.uk/consultations-rtpi/2023/march/march-2023-nppf-consultation-response/>

¹² Hampshire County Council, (2024); Local Transport Plan 4. Available at: <https://documents.hants.gov.uk/transport/hampshire-local-transport-plan-4-2024.pdf>

3.3.4 As well as two guiding principles which represent a transformational change the planning and deliver of transport in Hampshire:

- Give people a choice of high-quality travel options; and
- Provide a transport system that promotes high quality, prosperous places and puts people first.

Local Government Reorganisation in Hampshire, Isle of Wight, Portsmouth and Southampton (2026)

3.3.5 The Local Government Reorganisation in Hampshire, Isle of Wight, Portsmouth and Southampton (summary and analysis of consultation responses) document¹³ sets out the areas proposals for devolved powers and the reform of local government structures and the opportunities of replacing the current two-tier system with unitary governance. This intends to improve efficiency, strategic capacity, and responsiveness to local communities. The document explores the five different structural options submitted and evaluates their implications for local democracy, service delivery, and economic growth.

3.3.6 In March 2026, the Secretary of State for Housing, Communities and Local Government confirmed the decision to implement a five-unitary-authority proposal in Hampshire, Isle of Wight, Portsmouth and Southampton. This will see Hart forming a new unitary authority alongside Basingstoke and Deane, and Rushmoor from 1st April 2028.

Hart Local Plan 2032

3.3.7 The Hart Local Plan¹⁴ 2032 sets out the overall vision, objectives and policies to guide future development in the District over the plan period 2014-2032.

3.3.8 The Plan presents a portfolio of sites which are designated to accommodate employment space responding to the needs of Hart's economy (office and industrial activities) and contribute to meeting the aims and objectives of the Hart Economic Development Strategy.

3.3.9 The Local Plan identifies five Strategic Employment Sites which contribute towards meeting the future economic growth needs of the District and the wider Functional Economic Market Area:

- Bartley Point, Hook;
- Cody Technology Park, Farnborough;
- Meadows Business Park, Blackwater;

¹³ Ministry of Housing, Communities and Local Government, (2026); Local government reorganisation in Hampshire, Isle of Wight, Portsmouth and Southampton. Available at: <https://www.gov.uk/government/consultations/local-government-reorganisation-in-hampshire-isle-of-wight-portsmouth-and-southampton>

¹⁴ Hart District Council, (2020); Hart local plan (strategy and sites) 2032 (2020). Available at: <https://www.hart.gov.uk/sites/default/files/2024-08/Hart-Local-Plan-strategy-and-Sites-2032.pdf>

- Osborn Way, Hook; and
- Waterfront Business Park, Fleet.

3.3.10 The Plan also identifies 14 Locally Important Employment Sites which contribute towards meeting the future economic growth needs of the District¹⁵:

- Ancells Business Park, Fleet;
- Bartley Wood Business Park, Hook;
- Blackbushe Business Park;
- Eversley Haulage Yard;
- Eversley Storage;
- Finn's Business Park, Crondall;
- Fleet Business Park, Church Crookham;
- Grove Farm Barn, Crookham Village;
- Lodge Farm, North Warnborough;
- Murrell Green Business Park;
- Potters Industrial Park, Church Crookham;
- Redfields Business Park, Church Crookham;
- Optrex Business Park, Rotherwick; and
- Beacon Hill Road, Church Crookham.

3.3.11 As set out in Policies ED1 and ED2, the plan supports the redevelopment and regeneration of these established Strategic and Locally Important employment sites, which will be the focus for new employment development and additional employment floorspace required to meet the needs of the market.

Hart, Rushmoor and Surrey Heath Joint Employment Land Review Update (2016)

3.3.12 The 2016 Hart, Rushmoor and Surrey Heath Joint Employment Land Review Update¹⁶ has been prepared to provide the key evidence base for employment land policy in the three authorities that together form a single Functional Economic Market Area (FEMA) referred to as the HRSH area. The Joint Employment Land Review (ELR) Update provides information on existing employment sites, assesses floorspace needs and land requirements for anticipated future employment uses, and considers the balance of demand and supply for employment land, and potential approaches in emerging development plans. This informed the Hart Local Plan and sites designation presented above.

¹⁵ A fifteenth site is identified in policy maps, but is not listed in the Hart Local Plan 2032: Civic Quarter. This site has been assessed as part of this ELR.

¹⁶ Hart District Council, Rushmoor Borough Council, and Surrey Heath Borough Council, (2016); Hart, Rushmoor and Surrey Heath Joint Employment Land Review Update. Available at: https://www.hart.gov.uk/sites/default/files/2022-11/2016_hrsh_joint_elr_-_final_report_0.pdf

4. Property Market Baseline

4.1 Introduction

- 4.1.1 This section provides a summary of the analysis of the commercial property market in Hart. A full analysis is presented in the Hart HEDNA (Chapter 12: Commercial Property Market Profile), which was prepared alongside this ELR. The HEDNA provides a comparison of Hart's commercial property market with the FEMA, Hampshire and the Solent and England, whilst this section in the ELR focuses on supply in Hart, with some comparisons with the FEMA for context.
- 4.1.2 All data presented in this section is derived from CoStar which represents a comprehensive database of up-to-date property market data. This data provides a baseline of existing employment land available in Hart. All data presented reflects that which is available, and reported by commercial agents, and therefore is subject to gaps and inaccuracies.
- 4.1.3 Employment-generating properties comprised of office, light industrial, general industrial, and storage and distribution types are considered, in line with the definition of employment land. The relationship between historic and new planning use classes, their relationship to CoStar property primary and secondary classification, and the nomenclature adopted for this report, are shown in Table 4-1 below. It is recognised that there are other property types which may contribute to employment use activity, but these will not be analysed for the purposes of this evidence base.

Table 4-1: Property Type Classification

Pre-2021 Planning Use Class	New Planning Use Classes	CoStar Primary Type	CoStar Secondary Type
B1a (revoked) – Offices	E(g)(i) – Offices to carry out any operational or administrative function	Office	All
B1b (revoked) – Research and Development (R&D)	E(g)(ii) – Research and Development	Industrial	R&D
B1c (revoked) – Industrial Processes	E(g)(iii) – Uses which can be carried out in a residential area without detriment to its amenity: industrial processes	Light Industrial	• Light distribution • Light manufacturing • Showroom (light industrial)
B2 – General industrial (other than E(g))	B2	Industrial	• Food Processing • Manufacturing • Service

Pre-2021 Planning Use Class	New Planning Use Classes	CoStar Primary Type	CoStar Secondary Type
B8 – Storage and Distribution	B8	Industrial	• Distribution • Warehouse • Haulage Depot • Refrigeration/ Cold storage • Showroom (Industrial)

Source: AECOM

- 4.1.4 In this section, we refer to use classes using the Planning Use Class Order: E(g)(i); E(g)(ii); E(g)(iii); B2; B8.
- 4.1.5 The section is divided into two sub-sections covering the office market (E(g)(i)) and the industrial market (E(g)(iii); B2; B8); providing an assessment of local and sub-regional floorspace by analysing key property market indicators. This section does not cover properties in E(g)(ii) uses due to the small number of relevant properties reported in CoStar¹⁷.

4.2 Office market [E(g)(i) uses]

- 4.2.1 This section presents a baseline of the office property market in Hart. The principal concentrations of office stock in Hart are in Fleet town centre, Ancell's Business Park, Bartley Wood Business Park and the Osborne Way employment sites.

Buildings and floorspace

- 4.2.2 CoStar data indicates that the office market in Hart is comprised of 237 properties, i.e. buildings in office use or an office component within a mixed-use building, accommodating 194,504 sqm net internal area (NIA) floorspace, including existing space, and space under renovation.
- 4.2.3 Table 4-2 shows the number of office properties and the corresponding floorspace (in sqm) for Hart, as well as average building size. The Hart office market is compared to the FEMA¹⁸ market, to provide some perspective on its relative size.
- 4.2.4 Hart accommodates 29.4% of office properties within the FEMA, and accounts for 18.5% of the FEMA's total office floorspace. The data also shows that the average building size in Hart (821 sqm) is below the average in the FEMA (1,304 sqm). This indicates that the supply of office floorspace in Hart is generally centred around small and medium sized premises.

¹⁷ Trends for properties in E(g)(ii) uses are disproportionately impacted by minor changes – therefore inaccurately reflecting a picture of extreme changes in this particular sub-market.

¹⁸ The Functional Economic Market Area (FEMA) for Hart, defined in Section 3.4 (Reviewing the Functional Economic Market Area) of the Hart HEDNA, is composed of Hart, Rushmoor and Basingstoke and Deane Districts.

Table 4-2: Office Properties – Buildings and Floorspace

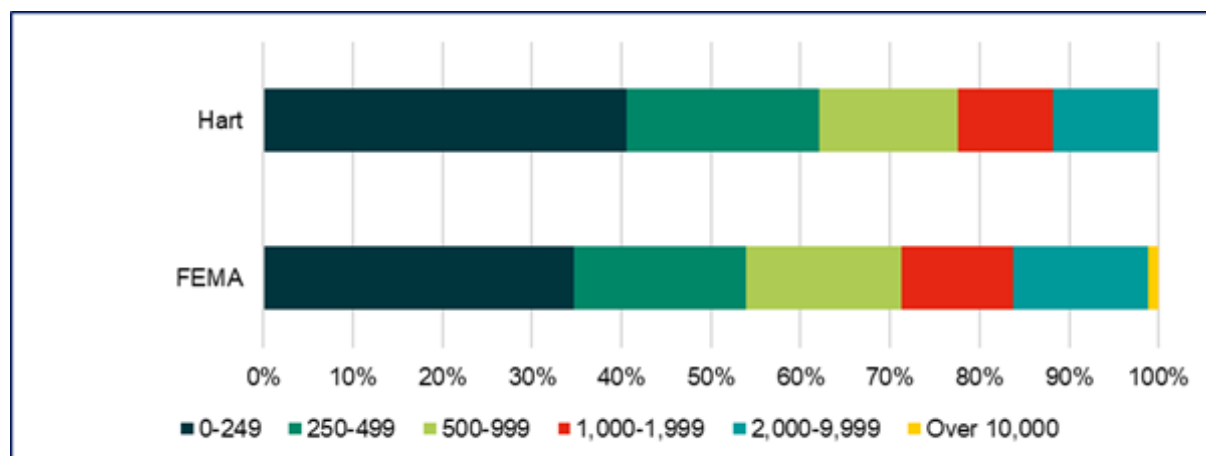
	Number of Buildings	Floorspace (sqm)	Average Building Size
Hart	237	194,504	821
FEMA	806	1,051,132	1,304

Source: CoStar, (2026)

Premises

- 4.2.5 Figure 4-1 shows that 40.5% of all office units in Hart are less than 250 sqm in size. Approximately 37.1% of all units are between 250 and 1,000 sqm, 22.4% between 1,000 and 10,000 sqm and no buildings are larger than 10,000 sqm.
- 4.2.6 In general, Hart, is typified by a concentration of small office buildings, with buildings less than 500 sqm accounting for 62.0% of total stock. This is noticeably more than across the FEMA (53.8%).

Figure 4-1: Office properties - Stock by premises size (sqm) in Hart and the FEMA in Q1 2026 (%)



Source: CoStar, (2026)

Vacancy Rate

- 4.2.7 CoStar records 'vacancy' in terms of space which is unoccupied and marketed as of Q1 2026. Table 4-3 shows the vacancy rate for office floorspace in Hart (5.9%, or 11,476 sqm), which is lower than across the FEMA (9.2%). The majority of vacant office space is located at Ancells Business Park (six properties, circa 40% of all vacant floorspace in Hart), Meadow Business Park (three properties, circa 30% of all vacant floorspace in Hart), and Bartley Wood Business Park (two properties, circa 20% of all vacant in Hart).
- 4.2.8 Note that vacancy will be distorted, particularly over the short-term, following a rapid reduction or augmentation of the stock. In this case of Hart, Vacancy is relatively low following the loss of office stock over the past few years, including through the reconversion of obsolete and surplus office stock to residential use though permitted development rights.

Table 4-3: Vacancy rates of office floorspace in Q1 2026

	Hart	FEMA
Vacancy rate (%)	5.9%	9.2%
Vacancy (sqm)	11,476	96,704

Source: CoStar, (2026)

4.3 Industrial Market [E(g)(iii); B2 and B8 uses]

4.3.1 This section presents findings related to the industrial property market in Hart. Industrial properties, comprising industrial, manufacturing, light industrial, and storage and distribution functions are predominantly located around Blackbushe Business Park, Osborne Way employment sites, Bartley Wood Business Park, Murrell Green Business Park, and on the edge of Fleet town centre (Waterfront Business Park, Redfields Business Park).

Buildings and Floorspace

4.3.2 There are 27 light industrial (E(g)(iii) use) properties in Hart, comprising 16,851sqm of floorspace. The light industrial floorspace across Hart represents approximately 12.0% of the light industrial floorspace in the FEMA. Light industrial uses account for the smallest proportion of floorspace across all industrial use classes.

4.3.3 Hart is home to 53 general industrial (B2 use) properties, accounting for 22,505 sqm of floorspace. The general industrial floorspace across Hart represents 11.1% of the general industrial floorspace in the FEMA.

4.3.4 There are 46 storage and distribution (B8 use) properties in Hart, comprising 103,969 sqm of floorspace. Storage and distribution floorspace across Hart represents 11.2% of the storage and distribution floorspace in the FEMA.

4.3.5 Table 4-4 presents a profile of properties and floorspace by industrial use class and geographical area. In total, CoStar reports 143,325 sqm of industrial floorspace (all industrial use classes) in Hart.

Table 4-4: Industrial properties – buildings and floorspace (Q1 2026)

	Hart	FEMA
Light Industrial [E(g)(iii)]		
Number of Properties	27	92
Floorspace (sqm)	16,851	140,556
General Industrial [B2]		
Number of Properties	53	238
Floorspace (sqm)	22,505	203,118
Storage and Distribution [B8]		
Number of Properties	46	330
Floorspace (sqm)	103,969	931,006

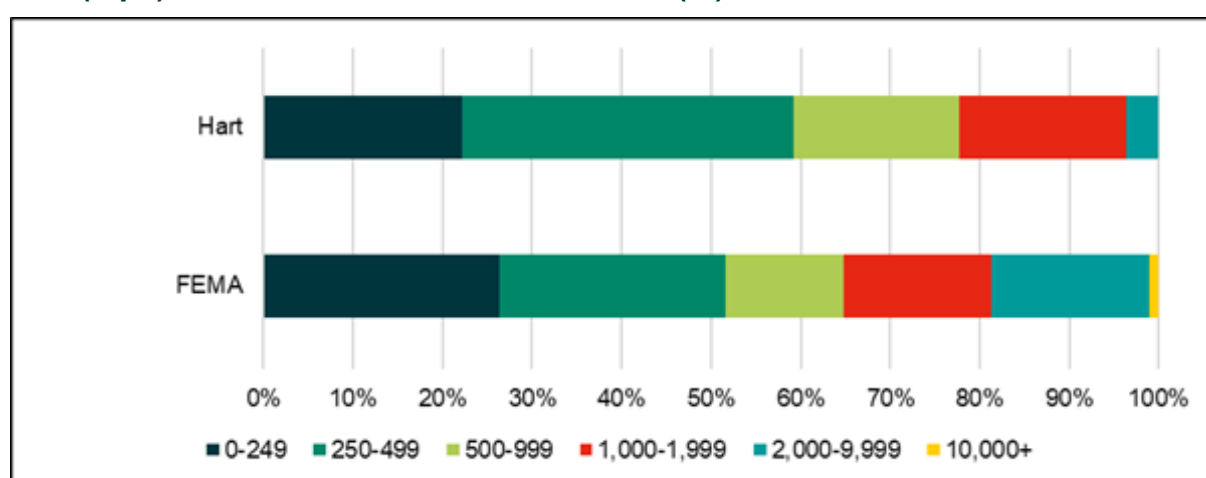
Total		
Number of Properties	126	660
Floorspace (sqm)	143,325	1,274,680

Source: CoStar, (2026)

Premises

4.3.6 Light industrial properties in Hart tend to be relatively small in size, whereby over half of buildings (59.3%) in this use are less than 500 sqm, compared to 51.6% in the FEMA. There are no properties over 10,000 sqm in Hart. This is shown in Figure 4-2.

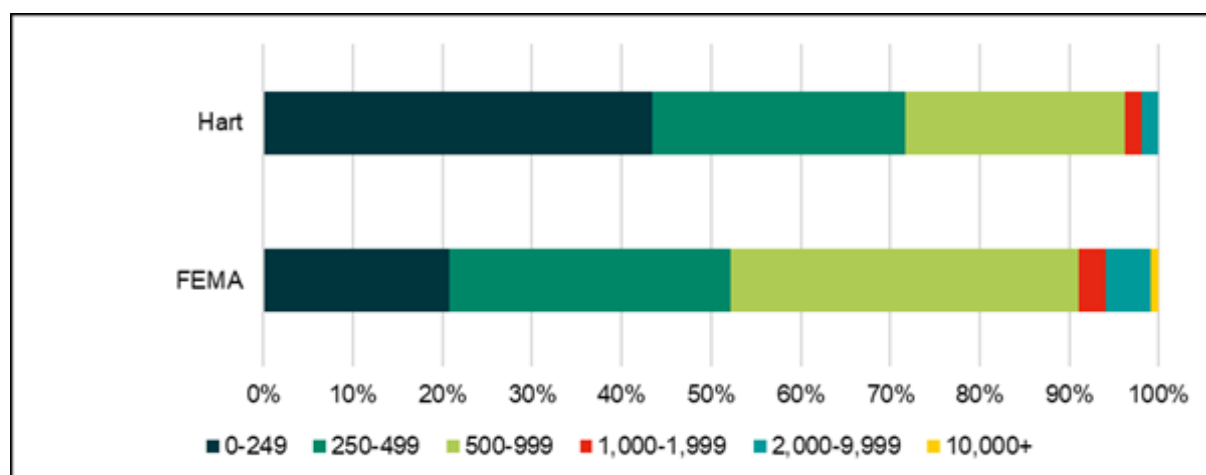
Figure 4-2: Industrial properties - Light industrial [E(g)(iii)] - Stock by premises size (sqm) in Hart and the FEMA in Q1 2026 (%)



Source: CoStar, (2026)

4.3.7 General industrial properties in Hart are also typically less than 500 sqm in size, accounting for 71.1% of properties, a higher proportion than recorded for the FEMA (52.1%). Noticeably, there are very few premises above 1,000 sqm in Hart in general industrial use. This is shown in Figure 4-3.

Figure 4-3: Industrial properties - General Industrial [B2] - Stock by premises size (sqm) in Hart and the FEMA in Q1 2026 (%)



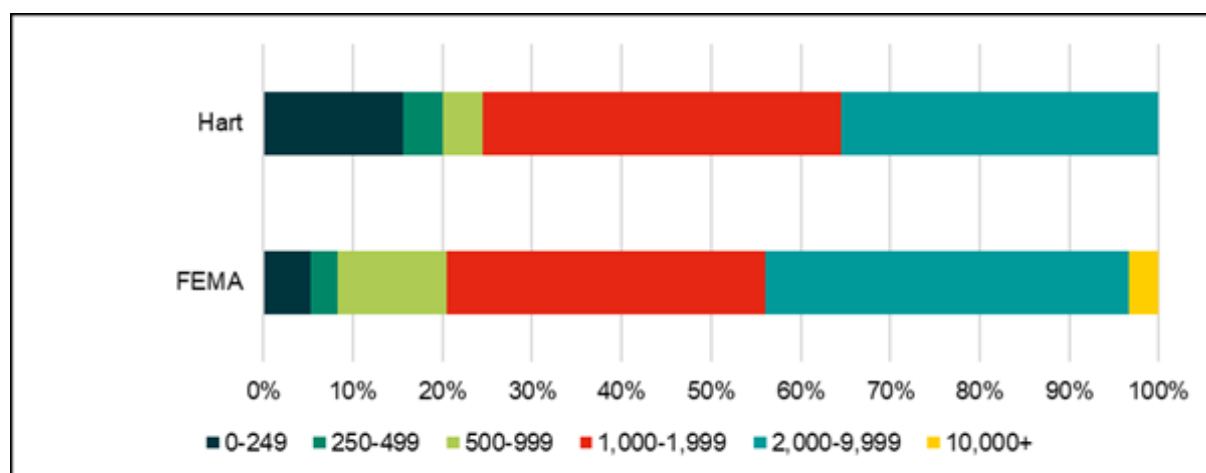
Source: CoStar, (2026)

4.3.8 Storage and distribution properties typically have larger floorspaces. In Hart, the majority of properties (75.6%) sit within the 1,000 – 9,999 sqm size band,

slightly lower than the FEMA (76.2%). There are no storage and distribution properties in Hart that have floorspaces over 10,000 sqm unlike the proportion in the FEMA (3.4%). This is shown in Figure 4-4.

- 4.3.9 It is worth noting that there is also a large proportion of premises under 500 sqm in Hart (20.0%) compared to the other geographies (8.2% in the FEMA; 8.4% in Hampshire and Solent; and 10.9% in England). Additional medium-sized premises (500 to 1000 sqm) in Hart could provide more flexibility to businesses and be attractive to the market.

Figure 4-4: Industrial properties - Storage and distribution [B8] - Stock by premises size (sqm) in Hart and the FEMA in Q1 2026 (%)



Source: CoStar, (2026)

Vacancy Rate

- 4.3.10 Table 4-5 presents a breakdown of industrial floorspace vacancy (in terms of vacancy rate and vacant floorspace) by type (light industrial, general industrial, and storage and distribution).
- 4.3.11 The light industrial floorspace vacancy rate in Hart (1.1%, or 185 sqm) is lower than the vacancy rate in the FEMA (2.2%). It can be noted that the quantum of vacant light industrial floorspace in Hart is marginal, and well below the optimal frictional rate of 5% for industrial premises.
- 4.3.12 General industrial floorspace also records a very low vacancy rate in Hart (0.7%, or 158 sqm) and the FEMA (0.8%). As with light industrial, the quantum of vacant general industrial floorspace in Hart is marginal, and the vacancy rate is well below the optimal frictional vacancy rate of 5%.
- 4.3.13 The vacancy rate for storage and distribution space in Hart is much higher than for the other use classes, at 15.9% (or 16,531 sqm)¹⁹. This is higher than across the FEMA (12.3%).

¹⁹ The vacant storage and distribution floorspace is contained within four fully vacant properties (totalling circa 9,300 sqm) and six partially vacant properties (totalling circa 7,300 sqm; representing just above 50% of the total floorspace of those properties). The properties are at Bartley Wood Business Park (all new builds, which are expected to be soon leased out); Ancells Business Park (one new build property); Beacon Hill Road (two new/recent properties), and in rural areas (two properties).

Table 4-5: Industrial properties – Vacancy (2026 Q1)

	Hart	FEMA
Light industrial [E(g)(iii)]		
Vacancy rate (%)	1.1%	2.2%
Vacant floorspace (sqm)	185	3,092
General industrial [B2]		
Vacancy rate (%)	0.7%	0.8%
Vacant floorspace (sqm)	158	1,625
Storage and Distribution [B8]		
Vacancy rate (%)	15.9%	12.2%
Vacant floorspace (sqm)	16,531	113,583
Total		
Vacancy rate (%)	11.8%	9.3%
Vacant floorspace (sqm)	16,874	118,300

Source: CoStar, (2026)

4.4 Minimum Energy Efficiency Standards

- 4.4.1 The contribution of buildings to greenhouse gas emissions is increasingly recognised. This understanding presents both challenges and opportunities, given the potential for emissions savings to be made. It is estimated that buildings are responsible for between 17% and 31%^{20,21} of national emissions.
- 4.4.2 The energy performance of buildings in the UK is monitored through the Energy Performance Certificate (EPC) system. Non-domestic private rented properties are awarded a certificate rating between A+ (most efficient) and G (least efficient). Properties awarded an A+ rating are considered to achieve Net Zero carbon emissions.
- 4.4.3 In order to drive the decarbonisation of the UK's non-domestic building stock, commitments have been made to encourage the construction of more energy efficient buildings and upgrading/retrofitting existing buildings through the implementation of restrictions on private lettings based on energy performance. Non-domestic buildings must comply with Minimum Energy Efficiency Standards (MEES) in order to lawfully be leased. At the time of writing (July 2026), MEES regulations apply to those non-domestic buildings which have been awarded an EPC rating of F or G, whereby these properties cannot enter into new leases until improvements have been made. A number of exemptions apply,^{22,23} including that improvements must be 'permissible',

²⁰ HM Government, (2021); Net Zero Strategy: Build Back Greener.

²¹ This figure includes only emissions from direct energy use in buildings.

²² <https://www.gov.uk/energy-performance-certificate-commercial-property/exemptions>

²³ Additional exemptions to the new regulations are set out by RICS at <https://www3.rics.org/uk/en/journals/property-journal/epc-requirements-commercial-property.html>. Exemptions apply to leases less than 6 months or greater than 99 years; to the need to perform upgrading works until a new EPC is triggered; where the costs of works would be greater than the energy saving over seven years; where third-party consent precludes works e.g. planning permission

‘appropriate’ and ‘cost effective’²⁴. As of 1st April 2023, MEES apply to existing leases, not solely new leases as had been the case previously²⁵.

- 4.4.4 A breakdown of the EPC certificates awarded by use type²⁶ in Hart is shown in Figure 4-5. The following commentary is based on the application of the relative proportion of EPC certificates, as provided by the Ministry for Housing, Communities and Local Government (formerly the Department for Levelling Up, Homes and Communities), to the age of building stock information derived from CoStar in order to indicate the energy performance of the building stock of Hart. This approach allows for the indicative characterisation of the entire building stock in the District, given that CoStar represents a robust and comprehensive dataset of building stock. However, this commentary does not take into account the stock of non-domestic buildings which are exempt from MEES regulations. Although the Government has consulted on the development of systems to improve data collection on MEES compliance and exemptions, including proposals for a central compliance and exemptions database, a dedicated publicly available database for non-domestic MEES exemptions has not yet been established. The Government’s work on related data reforms and responses to earlier MEES consultation has been ongoing for several years, and formal proposals remain under review. Consequently, the scale of current and future exemptions across the non-domestic sector is not currently understood^{27,28}.

refusal where reasonably sought; where works would devalue property by over 5%; where the landlord has recently become one.

²⁴ RICS, (2018); Minimum Energy Efficiency Standards (MEES): Impact on UK property management and valuation.

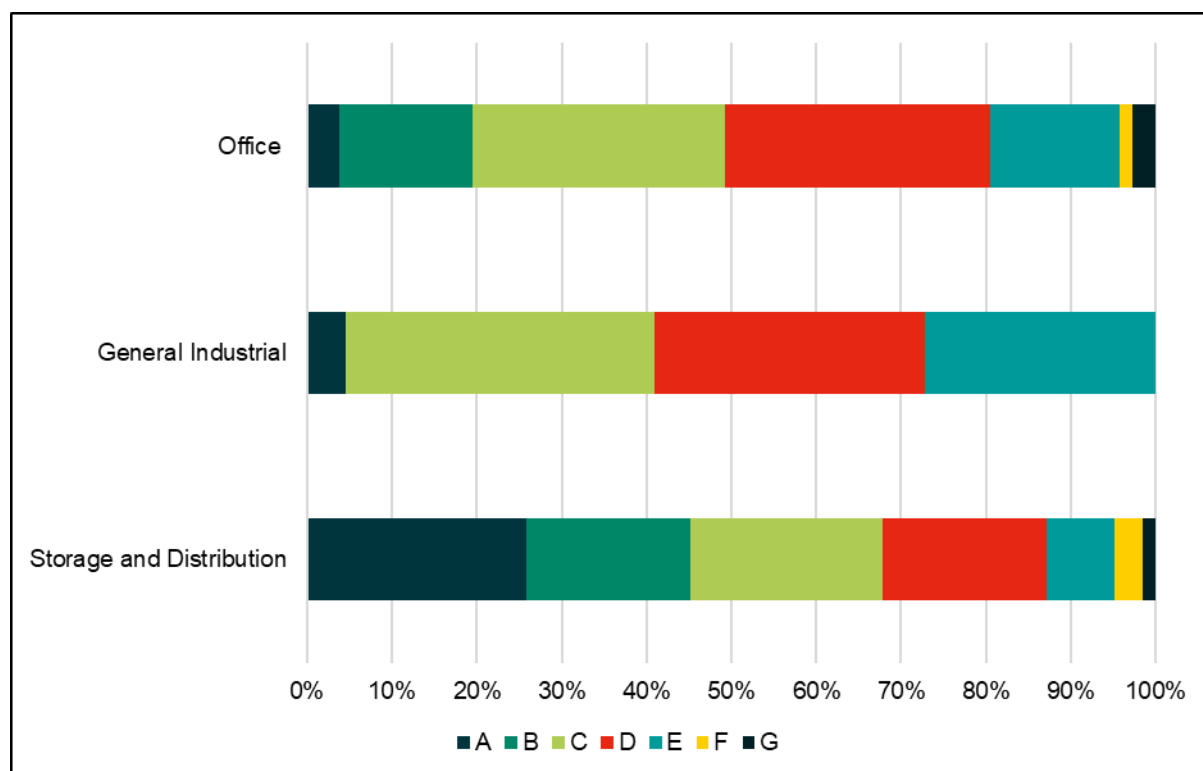
²⁵ <https://www3.rics.org/uk/en/journals/property-journal/epc-requirements-commercial-property.html>

²⁶ It should be noted that the use types employed by MHCLG to categorise buildings do not directly align with those categories applicable to CoStar data presented in the property market analysis section of the report. Data is therefore presented by considering the broad use types shown to comprise buildings categorised by MHCLG as follows:

- Office: ‘B1 Office and Workshop Businesses’ and ‘Office’;
- General industrial: ‘B2 to B7 General Industrial and Special Industrial Groups’; and
- Storage and distribution: ‘B8 Storage or distribution’ and ‘Warehouse and storage’.

²⁷ Department for Business, Energy and Industrial Strategy (2021). The Non-Domestic Private Rented Sector Minimum Energy Efficiency Standards: Implementation of the EPC B Future Target.

²⁸ Department for Energy Security and Net Zero (2024). Improving the Energy Performance of Privately Rented Homes: Consultation.

Figure 4-5: EPC Certificates in Hart by building use type

Source: Ministry of Housing, Communities and Local Government, (2026); Get energy performance of buildings data.

- 4.4.5 It is anticipated that the minimum standard will be sequentially increased such that building efficiency expectations are raised in line with Government ambitions to deliver against net zero commitments²⁹, as the minimum EPC rating for non-domestic properties to be leased will be raised to C by 1st April 2027 and to B by April 2030.
- 4.4.6 It should be noted that the Government has confirmed further reforms to the non-domestic MEES regime, after years of consultation. Recent reporting indicates the current expected 2027 milestone has been dropped, and the timetable is being revised to implement tighter requirements, applying to commercial buildings over 1,000 sqm. That suggests a more phased regime rather than a single blanket rule for all commercial space at once. Smaller properties are likely to face a later timetable.
- 4.4.7 Figure 4-6 shows the current proportion of certificates that will be non-compliant with MEES in relation to these anticipated dates for the raising of the minimum EPC rating. The proportion has been applied to property market floorspace information to indicate the applicable floorspace in these scenarios³⁰. It is clearly evident that the scale of upgrading, retrofitting, and replacing building stock such that it will comply with anticipated MEES is considerable. As set out, current and potential future exemptions may apply, nonetheless the significant proportion of buildings which are likely to not meet

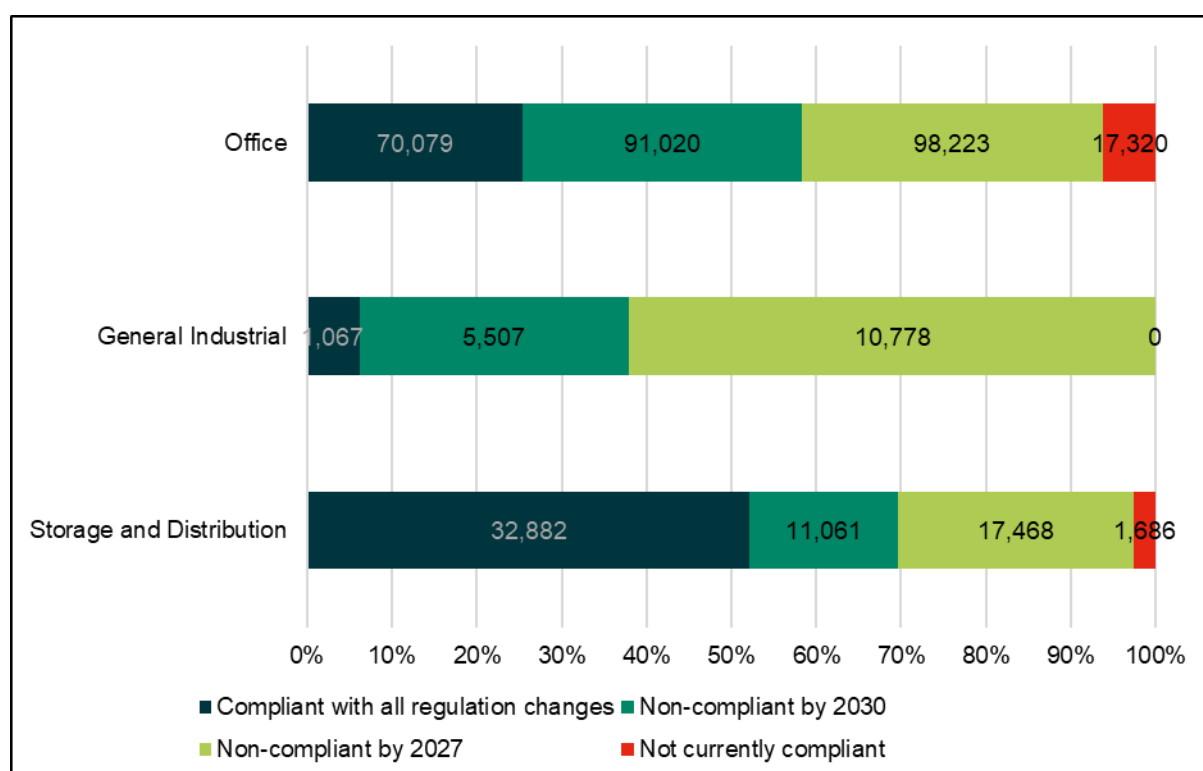
²⁹ HM Government, (2020); Energy White Paper: Powering our Net Zero Future.

³⁰ The 1,000 sqm floorspace threshold has not been considered in this figure, given that this reform has not been confirmed yet.

the correct standard presents challenges, in terms of implementation, enforcement and compliance.

- 4.4.8 It is recognised nationally that the proportion of non-domestic rented stock within the scope of the regulations would increase from approximately 10% to 85% (1,000,000 buildings across England and Wales). The building stock of Hart which falls within the scope of tightening regulations to 2030 is below the national average, with 78.1% of buildings. This remains however a substantial proportion of the stock.

Figure 4-6: MEES compliance of present EPC certificates with anticipated regulation changes (sqm)



Source: Ministry of Housing, Communities and Local Government, (2026); Get energy performance of buildings data.

4.5 Summary

Office Market

- 4.5.1 Hart's office market comprises 237 properties accommodating 194,504 sqm of office space. The evidence points to a structurally changing office market in Hart, characterised by a shrinking stock of floorspace, relatively small premises, and tight vacancy in key size bands. Hart has seen a substantial reduction in office floorspace (around -28% between 2016 and 2026), markedly greater than the decline across the FEMA.
- 4.5.2 Hart's office supply is dominated by small and medium-sized premises, with a high proportion of units below 500 sqm and no buildings over 10,000 sqm³¹.

³¹ Following the loss of those larger premises over the past 10 years.

- 4.5.3 Vacancy across the District is below the commonly accepted frictional benchmark of 8%, particularly for premises below 1,000 sqm where vacancy has been well below for a sustained period, pointing to constrained choice for smaller occupiers. Overall, vacancy of office space in Hart is at 5.9% (11,476 sqm), which is below than vacancy rate across the FEMA of 9.2%.

Industrial Market

- 4.5.4 Hart's industrial market is relatively small in absolute terms, but shows clear signs of underlying strength. The District contains a concentration of industrial activity around Blackbushe Business Park, Osborne Way, Bartley Wood Business Park, Murrell Green and the edge of Fleet town centre, but overall industrial floorspace in Hart accounts for only around 11% of the FEMA total.
- 4.5.5 Supply dynamics vary considerably across the three industrial use classes.
- Light industrial space under Use Class E(g)(iii) represents the smallest component, with 27 properties offering 16,851 sqm of floorspace. Light industrial units are predominantly small, with 59.3% measuring under 500 sqm and none exceeding 10,000 sqm. Vacancy currently stands at 1.1%, representing 185 square metres which provides little available operational supply of light industrial space in Hart at the moment.
 - General industrial space under Use Class B2 comprises 53 properties totalling 22,505 sqm of floorspace. The stock is heavily biased toward smaller units, with 71.1% falling under 500 sqm and very few premises exceeding 1,000 sqm. General industrial vacancy currently is at 0.7%, representing 158 square metres. This provides very little available operational supply.
 - Storage and distribution space under Use Class B8 forms the majority of Hart's industrial floorspace, with 46 properties providing 103,969 sqm. Most storage and distribution stock (75.6%) ranges between 1,000 and 9,999 sqm. However, Hart features a notable concentration of small storage premises under 500 sqm (20.0% of stock compared to 8.2% across the FEMA) and lacks large strategic logistics assets above 10,000 sqm. Vacancy in the B8 sector is elevated at 15.9% (16,531 sqm), exceeding the FEMA benchmark of 12.3%. Introducing additional medium-sized units between 500 and 1,000 sqm could provide greater market flexibility.
- 4.5.6 These trends indicate that Hart should protect and, where appropriate, intensify existing industrial sites to maintain a supply of smaller units that are clearly in demand. The historical evidence supports a need for additional light industrial and general industrial floorspace, but this should be modest and carefully calibrated given the small size of the market and the risk that a limited amount of new space could quickly alter vacancy levels. In contrast, additional B8 provision should be more selective, with reliance on clear demand evidence before allocating further land at scale. Overall, the market points to a need for flexible, good-quality employment space that supports SMEs, local

supply chains and business retention, as well as a need to support innovative businesses locally³².

Minimum Energy Efficiency Standards (MEES)

- 4.5.7 A further consideration is the energy efficiency and regulatory environment affecting Hart's commercial property stock. A significant proportion of existing premises may require upgrading to comply with potential tightening of MEES requirements. Previous Government proposals have indicated an intention to raise the minimum EPC rating to C by 2027, and B by 2030, although implementation timescales remain subject to confirmation pending the outcome of ongoing policy development and consultation responses. This potential regulatory shift presents both challenges, in terms of compliance and retrofit costs, and opportunities, as it encourages the modernisation and sustainability of the local property market.

³² This is confirmed and supported by "A Prosperous Future for Hart - A strategy to support a successful local economy, 2025-35", published in March 2025.

5. Supply Assessment

5.1 Introduction

- 5.1.1 This section provides a summary of the characteristics of the existing supply of employment on designated sites in Hart and identifies current spare supply available to respond to future demand. In addition, this section considers additional sites which may be relevant to accommodate future employment space and accommodate future growth, not designated for employment use in the current Local Plan. The analysis of employment land was conducted via site surveys and desk-based research carried out in May 2026.
- 5.1.2 A total of 24 employment sites have been identified in the assessment of current supply via a review of the following sources:
- Hart Local Plan (Strategy and Sites) 2032 (2020);
 - Hart, Rushmoor and Surrey Heath Joint Employment Land Review Update (2016); and
 - CoStar database.
- 5.1.3 As a starting point, the section provides a review of the sites in the Hart Local Plan (Strategy and Sites) 2032. These are sites in the designations of Strategic Employment Sites or Locally Important Employment Sites (Policy ED2). A total of 19 designated sites were assessed, as well as five additional sites not currently designated in the Local Plan.

5.2 Criteria Identification and Assessment

- 5.2.1 In order to characterise the function, quality and development potential of existing and potential employment sites in Hart, each site was assessed against a series of criteria, which are presented in Appendix A of the ELR Appendices Report. These assessment criteria draw on PPG and other guidance as well as AECOM's experience of producing employment land reviews.

5.3 Assessment of Employment Sites

- 5.3.1 A detailed assessment of each of the criteria set out above was undertaken for all 24 employment sites identified in Hart. This assessment is informed by both desk-based investigation and site surveys conducted on visits which took place at the end of May 2026. Site visits were undertaken in order to confirm and/or enhance desk-based information about the sites.
- 5.3.2 This section presents the findings of the site surveys and is supported by detailed assessment presented in Appendix B of the ELR Appendices Report.

Strategic Employment Site

5.3.3 There are five Strategic Employment Sites identified in the Hart Local Plan (Strategy and Sites) 2032, which are:

- Bartley Point, Hook (H2)
- Cody Technology Park (H6)
- Meadows Business Park, Blackwater (H13)
- Osborn Way, Hook (H16)
- Waterfront Business Park, Fleet (H22)

5.3.4 A narrative assessment of each Strategic Employment Site is set out below. An overall summary table, in the conclusion of this section, provides a rapid overview of performance of each site against the selected assessment criteria presented in Appendix B of the ELR Appendices Report. This is presented in the form of a RAG rating assessment and recommendation for the site.

Bartley Point, Hook (H2)

5.3.5 Bartley Point is a relatively small Strategic Employment Site (3.2 ha), focused on warehousing with some light manufacturing. It has a simple functional character rather than a broad business park mix, and the site is entirely employment-led.

5.3.6 The buildings are modern and in good condition overall. Vacancy is relatively limited (around 5-10%), with evidence of only one small unit being vacant at the time of survey (unit 5). The site is clean and feels safe, with no strong indication of poor public realm conditions and can be considered as being a well-kept industrial estate serving a wide range of business sizes.

5.3.7 Parking provision is insufficient, with evidence of parking on double yellow lines. The internal and access roads are in good condition and suitable for traffic despite parking on double yellow lines. Loading facilities are available off-street and judged sufficient for the current activities on site.

5.3.8 Nearby amenities are present but modest: café, restaurant, takeaway, pub, convenience retail, supermarket, hotel, gym and post office are all available within walking distance, though none are site-specific.

5.3.9 Connectivity is a strength, with indirect access to the M3 via Griffin Way in about two minutes and both Hook station and the nearest. Whilst public transport connectivity is not as important for industrial sites, the close proximity to bus and train services could make this site suitable for office uses.

5.3.10 The site is surrounded by other employment sites and green space. Therefore, this site has no material sensitive neighbouring uses. Some noise pollution was evidenced during the site visit, however, this will not have a negative impact on surrounding uses (due to the absence of sensitive uses around the site). Therefore, this site could be suitable to accommodate 24-hour working.

5.3.11 No existing planning permissions are recorded. The site appears to be functioning efficiently, but the combination of limited vacancy, absence of undeveloped land, insufficient parking provision, and good quality of the existing stock suggest only limited scope for incremental improvement rather than any major redevelopment of the site (and increase in existing floorspace / intensification).

Cody Technology Park (H6)

5.3.12 Cody Technology Park is a 12.2 ha employment site, fully developed, and home to the Ark Data Centre which provides 51MW of computing capacity. There exists one planning application for additional data centre space, which was being delivered at the time of survey.

5.3.13 The site is fully secured, with a fenced perimeter, gates and security. Due to security constrained, a detailed survey of the site was not possible. However, the site environment appears to be of very high-quality. Parking also appeared to be sufficient. Access roads are in good condition and suitable for traffic.

5.3.14 Planning has been approved to deliver in excess of 100,000 sqm of new flexible employment floorspace and data centres on land located in Rushmoor Borough Council. Whilst not directly delivering additional employment floorspace in Hart, this site expansion could respond to some of the future demand identified in Hart.

Figure 5-1: Masterplan Cody 2.0



Source: <https://www.codytechnologypark.com/masterplan/>

5.3.15 Due to the current nature of activities on site, and no vacant land, this site (located in Hart) has no potential to accommodate additional employment space.

Meadows Business Park, Blackwater (H13)

- 5.3.16 Meadows Business Park is a 9.4 ha strategic employment site in Blackwater. It is a specialist office location, with 100% of the site in office use. The business park comprises four large multi-tenant office buildings, supported by a multi-storey car park and open-air parking. It is a self-contained and secured office campus and is suited primarily to corporate, professional and other office-based occupiers.
- 5.3.17 The buildings are modern and in good condition. However, vacancy across the site is relatively high. At the time of survey, Building 1 was occupied by a single company, whilst Buildings 2, 3 and 4 all had vacant floorspace (estimated at approximately 30-40% of the overall stock across the site). Some marketing signage confirms vacancy across the site. The available office accommodation is generally good quality and capable of supporting modern business occupiers.
- 5.3.18 The business park provides a high-quality office environment, with a well-maintained and attractive public realm. It is very clean and feels safe, while landscaping, street lighting, pavements, bins and cycle parking support a well-managed campus setting. The secured and self-contained layout adds to the sense of security, making the site more attractive for large corporate office occupiers.
- 5.3.19 Parking is provided through a multi-storey car park and open-air parking areas. The amount of parking is currently greater than required because of the relatively low occupancy rate, although it could be sufficient if the buildings were fully occupied. Off-street loading is available and sufficient for the office use. On-site catering provides an important facility for employees and visitors, reducing the need for staff to travel away from the site during the working day. The wider amenity offer is limited within the business park itself, but the nearby station and surrounding Blackwater area provide additional access to services.
- 5.3.20 The site has good connectivity. It is located on the A321, which connects to the M3, with the motorway less than 3 km away. Blackwater railway station is immediately adjacent to the site and is also served by local buses, giving the business park strong public transport accessibility. Pavements around the site are good, although there are no cycle lanes.
- 5.3.21 Green space lies to the east of the site, while Blackwater Station is located to the west. The site is therefore relatively well separated from sensitive neighbouring uses, and office activities do not create identified negative impacts such as noise, air pollution, odour or heavy traffic. The site could therefore be suitable for 24-hour working.
- 5.3.22 There are no existing planning permissions associated with the site. The principal opportunity is to reoccupy the substantial vacant office floorspace rather than redevelop the site. The buildings, parking and public realm are already of a high standard, and there is no clear need for comprehensive

redevelopment. Maintaining the office-led character while improving occupancy would make the best use of the site's strong public transport accessibility and established business park environment.

Osborn Way, Hook (H16)

- 5.3.23 Osborn Way is 4.3 ha and provides a mixed employment offer, comprising approximately 30% office space³³, 35% light industrial space, 20% warehousing and distribution space, and 20% trade counter activity. The site also includes some leisure and post office uses, creating a broader commercial character alongside its core employment function.
- 5.3.24 The buildings are of average age and average overall condition. The site contains a mixture of office, industrial, warehouse and trade counter premises, but no vacant floorspace has been identified. The absence of vacancy indicates that the estate fulfil a demand and is performing well as an employment site.
- 5.3.25 The site is active and accommodates a wide range of businesses, with the public realm focused on vehicle access and operational requirements. The surrounding uses include residential, retail and leisure, giving the site a more mixed urban context than a standalone industrial estate.
- 5.3.26 Dedicated parking and off-street loading are available. Parking is sufficient in most areas and, in some parts, exceeds current requirements; however, some premises have limited parking and loading space, resulting in vehicles parking on the road and front yards extending beyond their intended areas. Internal roads are generally wide enough for two-way traffic, although roadside parking can restrict traffic flow in places. Local amenities include cafés, restaurants, takeaways, pubs, shops, supermarkets, hotels, sports facilities and post office services within the surrounding area.
- 5.3.27 The site has very good strategic connectivity. The M3 is approximately two minutes away via Griffin Way. Hook railway station and the nearest bus stop are both around a five-minute walk from the site, providing the estate with strong access by both road and public transport.
- 5.3.28 The site is located within a mixed-use setting that includes residential and other commercial activities. Despite this, there are no recorded negative impacts from noise, air pollution, odour or road traffic, including HGV movements. Due to the close proximity to residential uses, the western part of the site would not be suitable for 24-hour working. The rest of the site may also not be suitable to 24-hour working, particularly for activities which are likely to generate substantial heavy traffic at night time, as the site is only accessible via Osborn Way (cutting through a residential development). Any future intensification should ensure that additional vehicle movements and servicing remain compatible with surrounding uses.

³³ Office space reported is fully dedicated office activities, as opposed to ancillary office space supporting an industrial activities.

- 5.3.29 There are no planning permissions currently for Osborn Way, and there is no vacant floorspace or vacant land identified. The site therefore has limited scope for expansion through infill development. Its main opportunities are improvements to parking and loading arrangements, refurbishment of average-quality buildings, and selective redevelopment where existing premises are under-utilised. Its strong road and public transport connections make it suitable for retaining a mixed office, industrial, warehousing and trade counter role.

Waterfront Business Park, Fleet (H22)

- 5.3.30 Waterfront Business Park offers 4.4 ha of employment land on the edge of Fleet town centre. This site supports a diverse mix of commercial activities, comprising office space (35%), trade counters (20%), light industrial (15%), and non-employment uses such as a Premier Inn hotel and post office (15%). Minor proportions are dedicated to car repairs (5%), residential use (5%), and vacant land (5%).
- 5.3.31 The overall stock condition is good, with most properties dating back to the 1990s, while the light industrial and trade counter units are slightly older. Vacant floorspace is low, estimated at 5–10%, though one large office building on-site is currently vacant and considered derelict.
- 5.3.32 The site features a good-quality, clean public realm with a perception of safety. On-site infrastructure is well-maintained and comprehensive, including street lighting, pavements, landscaped green space, litter bins, benches, outdoor tables, and cycle parking.
- 5.3.33 The site provides dedicated indoor and outdoor parking facilities alongside off-street loading areas. Overall car parking is abundant (in excess), though some double yellow lines parking was observed in parts of the site. Resident-only parking is also available on the site. The presence of some HGVs parked on street indicates that loading space may be slightly insufficient for certain individual premises. Both internal and external access roads are in good condition and fully suitable for handling traffic.
- 5.3.34 The site hosts a Premier Inn hotel directly on-site, while a Co-op supermarket, multiple cafes, restaurants, takeaways, pubs, a post office, a gym, and nurseries are available within a short walking distance. These amenities are sufficient to support office employment activities on the site, but are not essential to support industrial activities (which represent the dominant uses on this site).
- 5.3.35 Strategic road connectivity is indirect, reaching the M3 motorway via Cove Road in under 5 km. Situated directly opposite Fleet Railway Station, the site benefits from excellent rail and bus transport links, though its proximity to the station hub may negatively impact on traffic (congestion). Pavement around the site are in good condition. The presence of some cycling facilities on and around the site also promotes active travel.

5.3.36 Neighbouring land uses include the Fleet Pond Nature Reserve to the east, residential neighbourhoods to the south and west, and the railway station immediately to the north. Operational noise and vehicle movements remain limited, causing no negative impacts on surrounding residents. The site is considered partially suitable for 24-hour working, particularly the most secluded areas.

5.3.37 There are no active planning permissions recorded for this site. Opportunities for intensification or redevelopment exist across the site through the vacant land plot, the derelict office building, and the low-density nature of the older trade counter and light industrial units.

Locally Important Employment Site

5.3.38 There are 14 Locally Important Employment Sites identified in the Hart Local Plan (Strategy and Sites) 2032, which are:

- Ancells Business Park, Fleet (H1)
- Bartley Wood Business Park (H3)
- Blackbushe Business Park (H4)
- Eversley Haulage Yard (H7)
- Fleet Business Park, Church Crookham (H8)
- Grove Farm Barn, Crookham Village (H9)
- Lodge Farm, North Warnborough (H12)
- Murrell Green Business Park (H14)
- Optrex Business Park, Rotherwick (H15)
- Eversley Storage (H17)
- Potters Industrial Park, Church Crookham (H18)
- Redfields Business Park, Church Crookham (H20)
- Beacon Hill Road, Church Crookham (H21)
- Finn's Business Park, Crondall (H24)

5.3.39 A narrative assessment of each Locally Important Employment Site is set out below. An overall summary table, in the conclusion of this section, provides a rapid overview of performance of each site against the selected assessment criteria presented in Appendix B of the ELR Appendices Report. This is presented in the form of a RAG rating assessment and recommendation for the site.

Ancells Business Park, Fleet (H1)

5.3.40 Ancells Business Park is a 15.6 ha Locally Significant Employment Site located on the edge of Fleet town centre. It is a mixed employment location, but office uses dominate, alongside research and development space, warehousing / distribution, trade counters and a small amount of non-employment residential use. The site also includes an HGV training centre.

- 5.3.41 The stock is broadly in good condition and made up of some older buildings mostly dating from the 1990s and some newer premises. Vacancy is noticeable, with around 20–30% of stock estimated vacant and evidence of marketed office and warehouse floorspace. At the time of writing, circa 20,000 sqm of floorspace was being marketed as vacant or available³⁴, most of which is office floorspace (12,500 sqm).
- 5.3.42 The site can be characterised as a good quality business park, clean and feels safe. The public realm is well-maintained and offers all facilities (lighting, pavement, landscaping, benches, tables, cycle parking, etc.).
- 5.3.43 Parking provision is good, and excessive in some parts of the site. There are dedicated parking available and good off-street loading docks. Access roads are in good condition and are suitable for traffic, including both directions of travel within the estate.
- 5.3.44 The site has reasonable nearby amenities, including a café, restaurants, takeaways, pubs, a Tesco Express, a hotel, a gym and a post office within walking distance. Connectivity is strong, with Fleet Station being located 1km away (12-minute walk). The station is also reachable by bus services from a bus stop located next to the site (4-minute journey). The M3 is reachable by car via the A3013 within 3 minutes. The connectivity (public transport and access to strategic roads) and proximity to amenities makes the site highly suitable for business park activities (combining office and industrial/logistics uses).
- 5.3.45 Two sections of the site have been converted from office to residential, to the south and in the centre of the site (see Appendix B of the ELR Appendices Report for details). This contributes to a loss of 1.1 ha of employment land from the total site area (15.6 ha).
- 5.3.46 Residential uses lie to the south across Ancells Road, as well as on the site (on the western edge and in the centre of the site) where former office blocks have been converted into residential apartments. However, no negative impacts on this sensitive use (such as air or noise pollution, excessive traffic, etc.) were observed during the site visit. Part of the site, mainly on the eastern side, could operate 24 hours a day but activities would need to be mindful of the proximity to residential areas.
- 5.3.47 There are no recorded planning permissions at the time of writing for new employment space. The site has potential for redevelopment, through the upgrade of some vacant and lower quality stock, but this potential will be restricted by the presence of residential buildings on and near the site. This suggests selective refurbishment or reuse opportunities rather than major comprehensive change, with a focus on office activities rather than industrial uses (which may not cohabitate well with nearby residential use).

³⁴ Available may indicate that the property is currently occupied but will become vacant in the near future.

Bartley Wood Business Park (H3)

- 5.3.48 Bartley Wood Business Park is a 9.6 ha site with a strong mix of employment activities including offices, incubator space, light industrial and warehousing. The site is relatively complex, with derelict developments on the south west side, new constructions (light industrial / industrial / warehousing) on the north west side, and new developments (light industrial and logistics) on the south east side.
- 5.3.49 The stock is generally modern and good quality, with the exception of offices located on the western side. Vacancy relatively high, at around 30–40%, with several office buildings and a substantial number of light industrial units available to let. This is driven up by the presence of new and under-construction developments which have not yet been occupied (i.e. lease-up / absorption period).
- 5.3.50 The site has good quality public realm and a generally clean and safe environment. It is one of the stronger-looking employment site in terms of quality of the environment in Hart, despite the current level of vacancy.
- 5.3.51 Parking provision across the site is excessive in places, which could support opportunities for intensification. Off-street loading facilities are available across the site, and internal roads are in good condition and suitable for traffic, which supports the operational side of the estate well.
- 5.3.52 The site would benefit from more on-site amenities, with no café or takeaway currently noted, although the broader amenity offer is otherwise reasonable. Connectivity is strong, with the M3 about two minutes away via Griffin Way and Hook station plus the nearest bus stop both within a 10-minute walk of the western edge of the site (15-minute walk from the eastern edge of the site).
- 5.3.53 The site is fairly well separated from sensitive uses, with some residential to the north beyond trees. No negative impacts are recorded, and 24-hour working is possible.
- 5.3.54 At the time of survey (end of May 2026), three new industrial units were under construction on the vacant land located on the north western corner of the site. The floorspace that will be delivered by these new industrial properties is already captured in the baseline floorspace figure presented in Section 4 (Property Market Baseline). Therefore, to avoid double counting, these developments are not included in the planning pipeline presented in Section 6.2).
- 5.3.55 Buildings south of the construction site (south western corner of the site) were derelict and represent an opportunity for redevelopment (1.9 ha). The former Hewlett-Packard site was also vacant and left unmaintained, therefore representing an opportunity for redevelopment (0.8 ha).

Blackbushe Business Park (H4)

- 5.3.56 Blackbushe Business Park is a 6.5 ha employment site on the edge of Yateley. It is a high-quality business park with a mixed employment profile, comprising office space, research and technology uses, light industrial, general industrial and warehousing / distribution activities. The site is fully dedicated to employment uses and accommodates a range of large, medium and small businesses.
- 5.3.57 The stock is modern overall and in good condition, with most buildings being good quality office and industrial premises. Some parts of the park are a little more dated, but these remain serviceable and there is no evidence of vacant properties or unused floorspace.
- 5.3.58 The site presents as a well-maintained and high-quality business park, evidenced by clean, orderly and functional environment, with no material issues identified in relation to perceived safety or general condition of the site.
- 5.3.59 Parking provision is sufficient, and loading is off-street and also sufficient. The internal estate roads are in good condition and are suitable for traffic, which is important given the site's mix of occupier types. There are a few parts of the sites where on-street parking does slightly impact on two-way traffic, whilst not leading to major congestion issues either.
- 5.3.60 This site is heavily reliant on driving as there are no amenities other than one pub within walking distance from the site. A bus stop is located 8-minute walk away from the site, which provides services to Blackwater station. Connectivity to the site via the strategic road network is good, with indirect access to the A30 (5-minute drive) and the M3 (10-minute drive). Given the lack of amenities on or near the site, and the good connectivity to the strategic road network, the industrial focus of this site should be retained.
- 5.3.61 The site sits on the edge of Yateley and has some residential to the north, but this is separated from the site by trees. No negative impacts from employment activity were observed during the site visit, making the site suitable for 24-hour working.
- 5.3.62 There are no recorded planning permissions, no vacant properties, and no opportunities for intensification identified on this site. There is some undeveloped land on the southern edge of the site that could be considered for development (0.7 ha). However, this space is currently occupied by wood
- 5.3.63 As a result, the site appears to be functioning well in its current form, with limited obvious redevelopment opportunity. The main scope is likely to be incremental rather than transformational, with the focus on retaining the quality of the existing business park stock, and on providing small upgrades to stock of lower quality.

Eversley Haulage Yard (H7)

- 5.3.64 Eversley Haulage Yard is a 2.4 ha Locally Important Employment Site located in a rural setting. It is wholly used for construction waste management activities, with one modern office building and several older ancillary industrial buildings supporting the main operation. The buildings are of mixed age, with the office being modern and the other structures older but functioning. Overall condition of the buildings is good. There are no vacant premises on site, however, the site includes an under-used small yard at its centre.
- 5.3.65 The site is not very clean, reflecting the nature of a heavy recycling operation. There are also very limited facilities on site (i.e. limited pavement, no lighting, no green space) which again reflects the nature of activities on site.
- 5.3.66 Dedicated parking within the site is present and the quantum of parking is sufficient. Loading facilities are off-street and also considered sufficient.
- 5.3.67 Access to the site is via a busy road with fast traffic (the A327), which makes access difficult for HGVs (i.e. risk of collision between a slow moving HGV engaging on the main road and fast traffic on the road itself). The site has indirect access to the strategic road network within 5 km, with the A30 reachable by a one-minute drive via the A327. There is no public transport available in the area, with the closest bus stop being 40-minute walk from the site.
- 5.3.68 There are no amenities on site and none within walking distance for everyday needs such as cafés, takeaways or shops. The surrounding land is green space, with no residential, retail, leisure, community or other employment uses identified nearby. This secluded setting means the recycling operation has no sensitive neighbouring uses immediately adjoining it.
- 5.3.69 There are no existing planning permissions associated with the site. Eversley Haulage Yard is well suited to its current specialist recycling and waste-management role, with full occupancy, sufficient parking and adequate on-site loading. There may be some scope to make better use of the yard, particularly given the operational space available within it, but significant intensification would need to address the narrow and HGV-constrained access road. The site is therefore more suitable for modest expansion or operational improvement within its existing use.

Fleet Business Park, Church Crookham (H8)

- 5.3.70 Fleet Business Park is a 0.95 site in Church Crookham. It is an older employment park comprising light industrial and warehousing units, with ancillary office space. The site is principally focused on warehousing and distribution activity, rather than offices or higher-quality business park uses.
- 5.3.71 The buildings are approximately 20 years old but remain in good condition and are generally well maintained. The site is almost fully occupied, with only a small amount of potential vacancy: one of the 13 units appears to be vacant,

equivalent to 5% or less of the total floorspace. There is however no evidence of premises being marketed.

- 5.3.72 The business park has a good-quality environment and public realm for an older industrial location. It is clean and feels safe, while the internal and surrounding areas are generally well maintained. The site is functional rather than very high-spec, and performs as a suitable location for small and medium-sized industrial and distribution occupiers.
- 5.3.73 All units have dedicated warehouse space and loading areas in front of the buildings. Off-street loading is sufficient, and the estate has a good supply of on-site car parking, with more parking than is required by current demand. Amenities are limited but sufficient, with one pub, an outdoor gym, a small number of larger supermarkets and nurseries within walking distance.
- 5.3.74 The access roads and roads within the site are in good condition, sufficiently wide and suitable for traffic, with limited traffic movements across the estate.
- 5.3.75 The site has indirect access to the strategic road network, with the M3 approximately 8 km away. It can be reached via rural roads, although this is less convenient for regional and national distributors; an alternative route via the A287 requires a journey of more than 10 km to the M3 junction. Public transport accessibility is good, with a bus stop within 500 m providing services to Fleet Station in approximately 15 minutes. Pavements around the site are good, although there are no cycle lanes.
- 5.3.76 There is residential development to the north, separated from the business park by the road and trees. The separation provides some protection for neighbouring residents, and current activities do not create identified negative impacts from noise, air pollution, odour or road traffic. The site is suitable for 24-hour working, although any future intensification should continue to take account of the nearby residential properties.
- 5.3.77 There are no existing planning permissions associated with the site. Fleet Business Park is in good condition, almost fully occupied and operating effectively, so there is no clear case for comprehensive redevelopment. The limited potential vacancy could provide an opportunity for re-letting, while the surplus parking may offer some scope for modest efficiency improvements or carefully designed intensification. Overall, the site is best retained as a small-scale industrial and warehousing location, with its main limitation being the relatively indirect connection to the M3 and the resulting constraint on larger regional or national logistics operations.

Grove Farm Barn, Crookham Village (H9)

- 5.3.78 Grove Farm Barn is a 1.4 ha site in a rural location. It is primarily a light industrial estate, with approximately 75% of the site used for light industrial activity. The site comprises converted farm buildings and barns accommodating small-scale business units, with some units used for services

and retail. Around 10% of the site is residential (single house at the site entrance) and a further 15% is occupied by an informal caravan park.

- 5.3.79 The buildings are old but generally in good condition given their age. Their conversion from agricultural buildings gives the site a distinctive character, although the quality and suitability of individual units may vary. There are no vacant premises and no evidence of units being marketed, indicating that the site is fully occupied and meeting demand from existing occupiers.
- 5.3.80 Grove Farm Barn has a clean and relatively well-maintained environment, with some trees and hedge landscaping contributing to its rural character. The site feels reasonably safe, although the perception of safety is average rather than especially strong, reflecting its secluded setting.
- 5.3.81 The public realm is functional and informal, but lack dedicated facilities for employees and visitors (such as bike sheds, benches, lighting, etc.). The rural environment is an asset for visual quality and separation, but it also reinforces the site's dependence on private transport.
- 5.3.82 On-site parking is available in greater quantity than required, while off-street loading is sufficient for current activities. Access roads to the site and roads within it are in good condition and suitable for traffic. The site has a modest local amenity offer: a café, pub and nursery are within walking distance, and a gym is available on site. The site's facilities are therefore adequate for existing small businesses but limited for a larger or more intensive employment operation.
- 5.3.83 The site has indirect access to the strategic road network more than 10 km away. The M3 can be reached via the A287 and Farnham Road, with the route taking approximately 10 minutes and being suitable for most vehicles. Public transport accessibility is relatively good for a rural employment site, with a bus stop within 500 m providing services to Fleet Station in a total journey time of approximately 18 minutes. Pavement provision is limited and there are no cycle lanes.
- 5.3.84 The site is largely surrounded by green and agricultural land, with some residential properties lie to the north-east, across Netherhouse Moor Road. The separation between the employment uses and neighbouring properties limits the potential for conflict, and there are no identified negative impacts from noise, air pollution, odour or road traffic. The site is secluded and suitable for 24-hour working, although any future intensification should consider the nearby residential properties and the presence of on-site residential accommodation.
- 5.3.85 There are no existing planning permissions associated with the site. Grove Farm Barn is fully occupied, but the units are generally low density and the site includes an informal caravan park and a house at the entrance. These features reduce the amount of land available for employment use but may also create an opportunity for carefully planned intensification or redevelopment.

Any changes would need to retain the site's light industrial role, protect the rural setting and address the relationship between employment activity, residential accommodation and the caravan park. Overall, it is best suited to small local businesses requiring affordable workshop, storage or service space rather than larger industrial or logistics occupiers.

Lodge Farm, North Warnborough (H12)

- 5.3.86 Lodge Farm is a 3.25 ha Locally Important Employment Site in a rural location. It is a former farm complex accommodating a wide range of activities. Approximately 30% of the site is used for warehousing and distribution, while around 50% is occupied by retail uses. The remaining area supports agricultural activity and café / restaurant uses. The site therefore has a mixed rural-business character rather than functioning as a conventional industrial estate, with employment activity forming only part of its overall role.
- 5.3.87 The site comprises buildings associated with the former farm, which have been adapted to accommodate different commercial and business uses as well as purposed built commercial premises (industrial / warehousing units). The buildings and wider site appear functional for the activities taking place, although the varied mix of uses and rural origins means that the quality and specification of individual premises differ largely across the site. The site appears to be fully occupied and there is no evidence of vacant premises or marketed space.
- 5.3.88 The site is generally clean and in reasonable condition, although it does not provide the formal public realm typically associated with a formal and modern employment sites. Landscaping, pedestrian infrastructure and facilities for employees and visitors are limited. Its rural setting is nevertheless advantageous for activities requiring space and privacy.
- 5.3.89 Parking provision is sufficient and there is a yard available for servicing and operational activity. Off-street loading is also sufficient, supporting the warehousing and distribution uses currently present. A substantial yard in the centre of the site is not fully utilised, which provides some operational flexibility. The site benefits from a café / restaurant use and other rural commercial activity, giving it a stronger amenity offer than many rural employment locations. However, the wider range of everyday facilities remains limited, and the site is not comparable with a town-centre location in terms of shops and services.
- 5.3.90 Lodge Farm is close to the M3, which can be reached indirectly via the A287, providing a useful connection to the strategic road network. However, access to the site is constrained by a narrow private farm road that is not suitable for large or heavy vehicles. This limits the scale and type of logistics activity that can be accommodated, notwithstanding the site's proximity to the motorway. Access to the M3 is indirect, and requires driving through a small village, which further restricts the suitability of this site for large logistics occupiers. Public transport provision is poor, with no nearby bus service, and pavement

provision is limited. There are no cycle lanes, so the site is highly dependent on private vehicles.

- 5.3.91 The site is surrounded mainly by green and agricultural land, with a commercial storage use nearby. Its separation from built-up areas means that current activities do not have a negative impact (i.e. noise, air pollution, odour or traffic) on surrounding uses. The secluded setting gives the site potential for 24-hour working, although larger-scale logistics activity could increase traffic impacts on nearby village and would be constrained by the narrow access road. Therefore, this site is more suitable for small to medium businesses.
- 5.3.92 There are no existing planning permissions associated with the site. The unused yard provides some scope for modest operational improvement or carefully managed intensification, but the access constraint is a significant limitation. Comprehensive redevelopment for mainstream logistics would be difficult unless the access arrangements were improved. Lodge Farm is therefore best retained as a mixed rural business location, supporting warehousing, distribution, retail, agricultural and visitor-oriented uses.
- 5.3.93 The boundaries of this site could be reviewed and extended to include employment premises which are not part of the current employment site (in three locations and the edges of the employment site – identified by yellow highlights in Appendix B of the ELR Appendices Report, Site H12 – Lodge Farm). Further expansion of this site (on surrounding agricultural land) would require careful consideration of the availability of suitable strategic infrastructure (utilities, digital), the impact on local traffic and on the M3 junction, and the impact on other neighbouring areas (such as residential to the west of the site).

Murrell Green Business Park (H14)

- 5.3.94 Murrell Green Business Park is a 2.5 ha employment site in rural location, predominantly light industrial estate, with approximately 80% of the site in light industrial use and 20% used for car repairs and other service activities. The buildings are of average age and average overall condition, with some premises appearing relatively old, dated and poor in terms quality.
- 5.3.95 There is limited evidence of vacancy across the site, with less than 5% of total floorspace appearing to be vacant. Some estate signages confirm that some units may not currently have occupiers. A small industrial unit is also marketed online.
- 5.3.96 Murrell Green Business Park has a functional rather than high-quality environment, providing a good range, but basic, facilities such as benches, bike sheds, bins, etc. The level of “basic” public realm reflects the estate’s industrial role for small local business and its rural location. The dated stock and predominantly small-unit format providing affordable space for local businesses.

- 5.3.97 The site is relatively secluded, with green space and a football pitch around it, which helps separate employment activity from neighbouring uses. It is suitable for operational businesses but is unlikely to attract occupiers seeking a high-quality business park or modern industrial estate setting.
- 5.3.98 Dedicated parking is available and is generally sufficient, while off-street loading is also sufficient for the current occupier mix. However, some vehicles park on the road, which could affect two-way traffic and reduce the efficiency of the estate, particularly if activity intensifies. Facilities for employees and visitors are limited, and the site does not offer a substantial on-site amenity provision. The surrounding area provides some access to everyday facilities, but the estate is primarily designed around vehicle-based industrial activity rather than a workplace environment with extensive services.
- 5.3.99 The site benefits from road access suitable for its existing industrial and car repair uses, although it is not positioned as a major logistics location. Whilst the M3 is located less than 5km away, the journey requires to drive through Hook, which would not be suitable for constant traffic of HGVs. Public transport accessibility is limited, which reduces its attractiveness to occupiers with larger workforces and makes the site dependent on private vehicles. Bus services connect the site with Hook station in over 20 minutes and Fleet station in over 27 minutes. The absence of strong public transport connections is less problematic for small local businesses, but it would be a constraint on office-based activity or more intensive employment growth.
- 5.3.100 The site is surrounded by green space and there is no evidence that the site generates any negative impacts (such as noise, air pollution, odour, traffic) on surrounding uses. The site is considered suitable for 24-hour working.
- 5.3.101 No existing planning permissions are recorded. There is no vacant land or derelict property, and the site is largely occupied and active. The principal opportunity is therefore the refurbishment or redevelopment of older, poorer-quality units, rather than expansion. Any redevelopment should retain the site's light industrial and car repair function which supports local businesses, while improving the quality of the built stock and public realm.

Optrex Business Park, Rotherwick (H15)

- 5.3.102 Optrex Business Park is a 0.5 ha Locally Important Employment Site in a rural location. The site is entirely occupied by light industrial businesses occupied by small local businesses.
- 5.3.103 The buildings are of average age and condition. Most units are average in quality, with some tending towards poor condition. There are no vacant premises, and no evidence of units being marketed, indicating that the site is fully occupied despite the relatively basic quality of the buildings.
- 5.3.104 The business park is secluded and is located next to a golf course, with green space and a football pitch around the site. The business park has limited public-realm provision. The site feels safe overall, consistent with its quiet and

relatively enclosed location. Dedicated parking is available and the amount of parking is sufficient for the existing businesses. The site also provides off-street loading, which is adequate for its current light industrial activities. Amenities are very limited, with no cafés, restaurants, takeaways, shops, hotels, gyms, nurseries or post offices on site or within walking distance.

- 5.3.105 The main constraint is the quality of access. The site is reached through a very narrow one-way private paved path, which is in poor condition and is too narrow to accommodate larger vehicles comfortably. Roads within the site are in average condition but are suitable for the traffic currently using the estate.
- 5.3.106 The A30 is approximately 4 km to the north and the M3 approximately 5 km to the south, both around a seven-minute drive away. There is no public transport (bus or rail services) nearby. This makes the site reliant on private car, which will limit the capacity of the site and opportunities for intensification.
- 5.3.107 The site is next to a golf course and is surrounded by green and recreational land. Existing activities do not create negative impacts for neighbouring uses, and the secluded setting means that 24-hour working is possible.
- 5.3.108 There is currently one planning permission (2600295FUL) active on the site, which relates to the delivery of 96 sqm of temporary modular office space (not yet delivered). There is no vacant land or vacant premises, so there is no immediate opportunity for infill development. The site's main potential lies in refurbishment or redevelopment of the existing average and poorer-quality units, although the narrow private access road would be a significant constraint on any increase in industrial activity or vehicle movements. The site is therefore best suited to retaining its current role as a small, locally focused light industrial estate.

Eversley Storage (H17)

- 5.3.109 Eversley Storage is a 1 ha employment site located in a rural location. It is used entirely by a rental storage business. The site contains a small number of buildings, but most of the land is occupied by storage yards and storage containers rather than conventional warehouse floorspace.
- 5.3.110 The buildings are of average age and generally good condition, although the site's principal function is provided by the storage yard rather than the buildings themselves. There are no vacant premises recorded, and the site is occupied by a single storage operator. The limited built form and storage-led layout give the site a low-density character.
- 5.3.111 Public-realm facilities are limited because the site is designed primarily for storage and vehicle access rather than for a substantial workforce or regular visitors.
- 5.3.112 Parking provision is limited, although it is sufficient for the site's current activities. Loading facilities are also limited, with some yard space, but they

are sufficient for the existing storage operation. There are no on-site amenities and only a few within walking distance (one takeaway and one gym).

5.3.113 The site has access to the A30 from a 2-minute drive through the A327 but it is relatively remote from the M3 corridor. There are no public transport available near the site, with the closest bus stop is located a 22-minute walk away from the site which provides bus services to Wokingham Station (taking nearly 1 hour 20 minutes in total). This would limit the potential of the site to support a wider range of employment activities.

5.3.114 The site is surrounded by green space and located opposite a trade merchant. The storage use is therefore capable of operating outside normal office hours without generating any negative impact on its surrounding uses.

5.3.115 No existing planning permission is recorded for Eversley Storage. There is no vacant land or vacant premises, and the site is already used efficiently for its current storage function. Due to the single occupancy of the site, intensification would be subject to the needs of the current occupier. The site is therefore best suited to continuing as a small, specialist storage facility.

Potters Industrial Park, Church Crookham (H18)

5.3.116 Potters Industrial Park is a 0.45 ha employment site located on the edge of in Church Crookham. It is a small industrial location, with approximately 75% of the site in light industrial use and the remaining 25% accommodating car repair activity. The estate provides small-scale operational premises.

5.3.117 The buildings are old and in poor overall condition, with limited maintenance evident. The stock is basic and functional, and there are no vacant properties or units. The site therefore appears to be fully occupied, but with accommodation that is likely attractive mainly to lower-rent occupiers.

5.3.118 The estate has a poor public realm and a very dirty appearance. It is a compact industrial site, so the quality of the external environment is basic. Its compact and busy character creates a constrained working environment, with limited room for vehicle movement, parking and servicing. The overall quality of the environment is therefore a weakness, particularly for businesses that require a more attractive setting or regular customer access.

5.3.119 Parking provision is insufficient, with parking taking place on the street and beyond the limit of the site. Off-street loading is available but insufficient, and the site is very busy with limited loading space. Movement within the estate is complicated by the constrained layout.

5.3.120 There are good nearby amenities, within walking distance, which would support employment on the site. These include a café, convenience shop, small supermarket, gym, post office, takeaways and pubs.

5.3.121 The site has indirect access to the strategic road network within 5 km. Access to the A287 is via Aldershot Road and Beacon Hill Road. Bus services are

available from the site and connect to Fleet station in approximately 22 minutes. Pavement provision is limited and there are no cycle lanes.

5.3.122 Residential properties surround the site on all sides. Existing activity generates moderate negative impacts from noise, air pollution, van movements and HGV movements. 24-hour working is not suitable because industrial activity at night would be incompatible with the surrounding residential properties. Similarly, any intensification of activities on the site would need to consider the impact on surrounding uses.

5.3.123 There are no planning permission currently active on this site. Due to the low-density light industrial units and their poor condition, there are opportunities for redevelopment of the site. However, the absence of vacant premises, limited site area, insufficient parking and loading, congested access and surrounding residential properties would significantly constrain intensification. Any redevelopment would need to improve the buildings and servicing arrangements while retaining a small-scale employment role compatible with the surrounding housing. Any redevelopment may also impact on rental values (push them up) and make the new employment space unaffordable for current occupiers.

Redfields Business Park, Church Crookham (H20)

5.3.124 Redfields Business Park measures 2.4 ha in total and is located on the edge of Church Crookham. It has a mixed employment profile comprising approximately 40% light industrial use, 10% general industrial use, 20% warehousing and distribution, 5% trade counters and 5% car repairs. Around 15% of the site is in residential use. The site also contains one derelict property (former office building).

5.3.125 The stock is of average age and average overall condition. Most units are functional for industrial use, although some are in poorer condition. The MRS Digital building, on the northern edge of the site, is more modern and in good condition, while the converted barn and older industrial buildings provide a lower-quality standard of accommodation. Overall vacancy is estimated at 10–20%, with limited marketing evidence.

5.3.126 The quality of the environment varies substantially across the site. MRS Digital has a modern building and a well-designed, well-maintained setting, but the wider Redfield Business Park has dated buildings and a poor public realm. The site is generally dirty and perception of safety is mitigated. The contrast between the better-quality office element and the older industrial areas gives the estate an uneven character.

5.3.127 Parking is sufficient in most parts of the site and can be in excess of requirements in some areas. However, some premises lack adequate parking and loading space, leading to vehicles parking on the road and front yards extending beyond their intended areas. Off-street loading is available and sufficient overall.

- 5.3.128 A café is available on site, while a small supermarket, gym, nursery and post office facilities are available nearby; a mailbox is also located close to the site.
- 5.3.129 The site has indirect access to the strategic road network, with the M3 reached via the A287, although the junction is nearly 10 km away. Public transport is limited, with the nearest bus stop approximately 1 km away. Pavement provision is limited and cycle lanes are also limited and not clearly established. The site is therefore more suitable for local industrial, warehousing and service occupiers than for major regional or national logistics businesses or large office employers.
- 5.3.130 The site is mainly surrounded by green space, with a care home near MRS Digital. The more secluded parts of the estate may support some out-of-hours activity, but 24-hour working is only possible in part. Existing employment activity does not create recorded negative impacts for neighbouring uses, although the proximity of care uses means that more intensive or disruptive operations would need to be carefully managed.
- 5.3.131 There are no existing planning permission on this site. The main opportunity is the redevelopment of the vacant office block, which appears to be in poor condition, together with possible improvement of older industrial premises and the wider public realm. The site has potential for intensification through redevelopment, but any proposals should address parking, loading, road-side parking and the uneven quality of the existing buildings.

Beacon Hill Road, Church Crookham (H21)

- 5.3.132 Beacon Hill Road is a 2.9 ha employment site in Church Crookham predominantly used for warehousing and distribution activities. The site also accommodates some retail uses and trade counters (Aldi and Home Bargains). The site also accommodate a Padel club (non-employment use). The boundaries of this site could be reconsidered to include the new industrial developments on the north west edge of the site (identified in yellow highlights in Appendix B of the ELR Appendices Report).
- 5.3.133 Further expansion of this site (on surrounding agricultural land) would require careful consideration of the availability of suitable strategic infrastructure (utilities, digital), the impact on local traffic, and the impact on other neighbouring areas (such as residential to the west of the site and community uses to the north).
- 5.3.134 Buildings on the site are modern and in good condition overall. The estate consists of new industrial units in a secured industrial area and newer retail units on the south-west side. Vacant floorspace is limited at around 5–10% of stock, with some industrial units vacant behind Aldi and Home Bargains, while all new units in the northern part (10 units) are leased.
- 5.3.135 There is good quality and very clean public realm across the site, as expected for a modern industrial and retail park, with all facilities such as pavement, lighting, landscaped areas, tables, benches, bins.

- 5.3.136 Loading is off-street and adequate for current uses. Dedicated parking is available throughout the site, and considered to be in excess for industrial units, whilst being potentially under-supplied for the retail elements. The under-supply of parking for retail units could negatively impact on the operational needs of industrial units if this is not managed.
- 5.3.137 Access roads to and within the estate are in good condition and suitable for traffic, supporting HGV and van movements effectively. However, access to the industrial units behind Aldi and Home Bargains requires navigating through the retail car park, decreasing their operational attractiveness.
- 5.3.138 On site amenities include Aldi and Home Bargains supermarkets. A pub, outdoor gym and nurseries are also located within walking distance, providing an overall good support for employment activities (and workers) on this site.
- 5.3.139 Strategic road connectivity is indirect, with the M3 motorway located 8 km away via rural roads or over 10 km via the A287, limiting the site's appeal for major regional or national distributors. Public transport options include nearby bus stops within 500 meters that connect to Fleet Station in 15 minutes. Pedestrian pavements along the main road are good, though dedicated cycle lanes are absent.
- 5.3.140 Neighbouring land uses consist of sports pitches to the north, community facilities, green space, and residential areas located across the road. While customer car traffic generated by the retail stores creates a moderate negative impact on traffic flow, current operations cause no adverse noise or environmental issues. Because the site is relatively secluded and bordered by green space, full 24-hour working potential is considered viable.
- 5.3.141 There are no active planning permissions recorded for the site. Opportunities for intensification or redevelopment are minimal, as there is no presence of vacant land, derelict properties, or low-density plots, reflecting a fully realised, high-quality industrial and retail park.

Finns Business Park, Crondall (H24)

- 5.3.142 Finns Business Park provides 0.65 ha of employment land in a rural setting for low density commercial and light industrial units. Activities on the sites are predominantly warehousing and distribution (60%) alongside light industrial activities (35%). The site also includes a small and narrow plot of vacant land near its entrance.
- 5.3.143 The overall stock condition is average, consisting of dated buildings that remain well-maintained to offer affordable, low-cost accommodation for local occupiers. Observed vacant floorspace is low at 5–10%, with approximately three out of 28 units currently vacant based on estate map signage. No properties are actively marketed online.
- 5.3.144 The site maintains an average quality public realm and cleanliness level, with an average perception of safety. On-site public realm facilities are non-

existent, lacking street lighting, pavements, landscaped green space, litter bins, benches, tables, or cycle parking.

5.3.145 Regarding parking, loading, and access, the site features dedicated outdoor parking and off-street loading areas. Parking provision is abundant, with low vehicle occupancy observed on-site. Loading facilities are also sufficient for current activities on site. Internal roads are a constrain for the site as accessibility is impacted by a very narrow access road leading to the site, which is in poor condition and unsuitable for two-way traffic or larger vehicles such as large vans and HGVs. This site can therefore only accommodate small local businesses for light distribution, light industrial or office activities.

5.3.146 The site has no onsite amenities beyond a post box. Workers can access a cafe, a pub/bar, a small supermarket, and a gym within walking distance. This provides reasonable facilities for a small industrial site.

5.3.147 Strategic road connectivity is indirect, reaching the M3 via the A287 in under 10 km, though narrow local access roads limit heavy vehicle transport. Public transport options are limited, with the nearest bus stop 0.6 km away offering a 1-hour connection to Fleet Railway Station. There are no pavements or cycle lanes surrounding the site.

5.3.148 Neighbouring land uses consist entirely of green space and an adjacent commercial storage site. Operations on-site generate no negative impacts regarding noise, air pollution, odour, or traffic. Because the site is fully secluded with no immediate residential neighbours, full 24-hour working potential is considered viable.

5.3.149 There are no active planning permission recorded for this site. Opportunities for intensification or redevelopment are limited by the narrow access road, though the office space could potentially be redeveloped to deliver additional floorspace. The vacant strip of land could also be repurposed for dedicated parking to free up central yard space and accommodate new units.

No Designation

5.3.150 There are five sites in employment used, identified by AECOM through desktop research, which are not designated in the Hart Local Plan (Strategy and Sites) 2032 but have been surveyed. These are:

- Civic Quarter, Fleet (H5)
- Dares Farm (NEW1)
- Taplins Court (NEW2)
- Granary Courts (NEW3)
- Merron Brook Hartley (NEW4)

5.3.151 A brief justification is provided below. narrative assessment of each site is set out below. This is followed by a summary table which provides a rapid overview of performance of each site against the selected assessment criteria

presented in Table 5-1. This is presented in the form of a RAG rating assessment.

Civic Quarter, Fleet (H5)

5.3.152 This 1.6 ha site is compact office-led location in Fleet town centre. Buildings are not modern but are in good condition. The site is occupied by three office buildings, one occupied by Hart District Council. There is some evidence of some vacant floorspace across the site (10% to 20%), with marketing evidence visible on site, as well as online listing.

5.3.153 Amenities are relatively limited immediately on the site, but the town-centre location means the broader setting offers strong access to day-to-day services. This makes it highly suitable for office occupiers. The site is clean and feels safe, and the environment is helped by its town-centre setting.

5.3.154 Parking provision is sufficient or in excess across the site, with the exception of parking provision at the Council's office (which appeared to be at full capacity).

5.3.155 Connectivity is reasonable, with indirect access to the strategic road network (M3) within 10km and bus services within 500m of the site. Fleet railway station can be reached by bus services in 12 minutes.

5.3.156 The site has some residential to the north, but this is separated from the site by trees. Current activities on the site (office activities) do not negatively impact these surrounding uses.

5.3.157 The site has limited potential for redevelopment or intensification given the lack of vacant or under-used land. Improvement to existing buildings could increase the attractiveness of the site for occupiers, contributing to higher occupancy rate.

Dares Farm (NEW1)

5.3.158 Dares Farm is a rural site of 0.7 ha with no formal Local Plan designation. The site functions entirely as a light industrial estate, comprised of old farm barns converted into light industrial workshop units.

5.3.159 The overall stock condition is average, consisting of older converted barn structures in average to good condition depending on the individual unit. Occupancy is high, with estimated vacant floorspace below 5% (potentially one vacant unit out of 12). There is no evidence of online marketing for space at this location.

5.3.160 The public realm quality is limited, maintaining an average perception of cleanliness and safety. The site features landscaped green space but lacks basic public realm infrastructure, including street lighting, pavements, litter bins, benches, tables, or cycle parking.

5.3.161 The site provides dedicated outdoor parking and off-street loading. Parking provision is considered insufficient, which limits any potential expansion or

intensification of operations. Off-street loading facilities are limited to a shared yard space, though sufficient for current site activities. Accessibility is restricted because there are no internal roads; only an entrance leading directly to yards and units. Furthermore, the narrow entrance restricts two-way traffic flow and limits access for larger vehicles.

5.3.162 The site provides no on-site or walking-distance facilities such as cafes, shops, or post offices. Strategic road connectivity is indirect, reaching the M3 motorway via the A287 approximately 10 km away. Public transport accessibility is absent, with no bus or rail services nearby, further reducing its appeal to larger commercial office employers. There are also no pavements and cycle lanes around the site, making active travel more complex.

5.3.163 Neighbouring land uses consist of green space and agricultural land, with a few houses located nearby but not directly adjacent to the site boundaries. Current activities generate no adverse impacts regarding noise, air pollution, odour, or vehicle traffic. Given its secluded location and lack of immediate residential neighbours, full 24-hour working potential is considered viable.

5.3.164 There are no active planning permissions recorded for the site. Due to its highly constrained layout, narrow access point, and limited parking and yard space, the site offers no opportunities for expansion or intensification, remaining suitable predominantly for small, local businesses seeking affordable space for light industrial or retail activities.

Taplins Court (NEW2)

5.3.165 Taplins Court is a rural site of 1.4 ha, with no formal Local Plan designation. The site functions as a small rural industrial estate, dedicated to light industrial uses (80%) and car repairs (20%), with a storage yard located at the rear.

5.3.166 The overall stock condition is average, consisting of buildings in average condition suitable for the site's ongoing light industrial and vehicle maintenance operations. Occupancy is strong, with estimated vacant floorspace below 5%, with one unit being actively advertised as vacant.

5.3.167 The site lacks standard public realm infrastructure, including street lighting, pavements, landscaped green space, litter bins, benches, tables, or cycle parking. The site provides dedicated outdoor parking and off-street loading facilities, with the overall quantum of parking considered sufficient. Access to the site is via a small, average-condition rural road. Within the site, internal roads are of average condition but become narrower toward the rear, restricting internal traffic movements.

5.3.168 there are no facilities directly on-site. Within walking distance, occupiers have access to a restaurant (1-minute walk) and a nursery (1-minute walk). The nearest bus stop is located in Hartley Wintney, approximately a 15-minute walk away, while Winchfield Station is a 35-minute walk. Strategic road connectivity is indirect, situated a 2-minute drive from the A30 and a 10-minute drive from the M3 motorway.

5.3.169 Neighbouring land uses consist primarily of green space alongside a few residential houses situated on either side of the site. Current site activities generate no adverse impacts regarding noise, air pollution, odour, or vehicle traffic. However, 24-hour working potential is limited due to its rural location and proximity to nearby residential dwellings.

5.3.170 There are no active planning permissions recorded for the site. No opportunities for intensification or redevelopment are identified, and the site should focus on maintaining its current role as a functioning, average-quality rural estate for local businesses.

Granary Court Business Centre (NEW3)

5.3.171 Granary Court Business Centre is a 0.7 ha rural site with no formal Local Plan designation. It operates as a small rural business centre, comprising 40% light industrial, 40% car repairs, and 20% retail space (other than trade counters). The stock is of average age and in average condition overall. The site is fully occupied, with no evidence of marketed floorspace online or on site.

5.3.172 The estate has an average perception of cleanliness and safety. Public realm facilities are non-existent, with no street lighting, pavements, landscaped green space, litter bins, benches, tables, or dedicated cycle parking.

5.3.173 Dedicated outdoor parking is available, and the quantum of car parking provision is sufficient. Off-street loading facilities are also available and considered sufficient for current operations. Access roads to the site and internal estate roads are of average condition and good suitability for existing traffic. However, the internal layout relies on a private path of average quality, which would require widening and upgrading if the site were to accommodate heavy goods vehicles.

5.3.174 On-site amenities are absent, but everyday facilities within walking distance include a pub/bar and a small convenience shop located in South Warnborough.

5.3.175 Strategic road connectivity is indirect, situated a 10-minute drive to the M3 via North Warnborough. Public transport is limited; the nearest bus stop is in South Warnborough (5-minute walk), providing a 35-minute bus connection to Alton station. There are no pavements or cycle lanes directly serving the site.

5.3.176 Neighbouring land uses consist primarily of agricultural fields, with South Warnborough located to the south-west. Current operations create no recorded negative impacts regarding noise, air pollution, odour, or vehicle traffic (cars, vans, or HGVs) on surrounding uses. Because the site is relatively secluded, it is considered suitable for 24-hour working.

5.3.177 There are no active planning permissions recorded for the site. No opportunities for intensification or redevelopment were identified due to the absence of vacant land, derelict properties, or low-density plots. The site is

best retained in its current role as a functioning rural business centre serving local light industrial, service, and retail occupiers.

Merronbrook (NEW4)

5.3.178 Merronbrook is an undesignated 1.8 ha rural employment site. The site is 100% occupied as a general industrial area, fully utilised by a single occupier, Merronbrook (a timber frame manufacturer).

5.3.179 The buildings are of average age and average condition, performing functionally for the ongoing manufacturing operations.

5.3.180 The environment presents an average level of cleanliness and perceived safety. There are no dedicated public realm facilities provided on site, such as street lighting, pavements, green space, benches, tables, or cycle parking. There are also no amenities available on site or within walking distance.

5.3.181 On-site parking provision is dedicated and sufficient, and off-street loading facilities are adequate for operational needs. Internal estate roads are in average condition and suitable for internal site traffic. However, external access roads are a main constraint; they are narrow rural roads that are unsuitable for two-way HGV movements.

5.3.182 Strategic road network access is indirect, taking approximately 10 minutes to reach the M3. However, accessing the motorway requires driving through narrow rural roads and villages (such as Mattingley and Hook), which significantly reduces the site's attractiveness for general logistics or distribution activities. There are also no public transport, pavement, and cycle lane provisions in and around the site.

5.3.183 Surrounding land uses consist predominantly of agricultural fields, alongside residential properties at Hazeley Bottom. Current site operations cause no recorded adverse impacts concerning noise, air pollution, odour, or traffic flow. However, potential for 24-hour working is restricted because the site and its entrance are directly adjacent to residential dwellings.

5.3.184 No active planning permissions are recorded for the location. There is no vacant land, derelict stock, or under-utilised low-density space, leaving no immediate opportunities for redevelopment or intensification. The site should continue to be retained for its current single-occupier general industrial function.

Sites no Longer in Employment Use

5.3.185 The following four sites have been lost to alternative uses (such as residential) and therefore have not been surveyed as part of this assessment as they no longer offer an opportunity to accommodate employment activities:

- Guillemont Park (H10): fully converted to residential
- Hurst Farm (H11): not designated in Local Plan and under threshold of 0.25 ha of employment land

- Rawlings Road Depot (H19): fully converted to residential
- Wychwood Carp Farm (H23): fully converted to residential.

5.4 Summary of Assessments

5.4.1 Table 5-1 presents a summary of the site surveys, in the form of a RAG rating (informed by the criteria assessment table presented in Appendix A of the ELR Appendices Report) and recommendations for the site.

Table 5-1: Assessment Summary

Site Ref & Name	Size (ha)	Vacant Land	Visible Age	Building Condition	Building vacancy	Parking Adequacy	Servicing Adequacy	Accessibility	SRN Access	Public Transport	Public Realm	Amenities Access	Proximate Uses	Negative Impacts	24-Hr Potential	Derelict Buildings	Intensification Potential	Future Opportunities	Suitable uses	Suitable sizes
H1 Ancells Business Park	15.6																	Functioning business park with limited scope for major change, focus on maintaining quality and addressing any lower-quality stock.	E(g)(i), E(g)(ii), E(g)(iii), B8	Medium, large
H2 Bartley Point	3.2																	Limited incremental improvement possible (focus on parking provision for redevelopments).	E(g)(i), E(g)(ii), E(g)(iii), B8	Medium, large
H3 Bartley Wood Business Park	9.6																	Selective refurbishment/reuse of vacant and lower-quality stock.	E(g)(i), E(g)(ii), E(g)(iii), B2, B8	Medium, large
H4 Blackbushe Business Park	6.5																	Retain and maintain; retaining business park character for mixed employment activities.	E(g)(i), E(g)(ii), E(g)(iii), B2, B8	Small, medium, large

Site Ref & Name	Size (ha)	Vacant Land	Visible Age	Building Condition	Building vacancy	Parking Adequacy	Servicing Adequacy	Accessibility	SRN Access	Public Transport	Public Realm	Amenities Access	Proximate Uses	Negative Impacts	24-Hr Potential	Derelict Buildings	Intensification Potential	Future Opportunities	Suitable uses	Suitable sizes
H5 Civic Quarter, Fleet	1.6																	Maintain/improve quality of the existing stock.	E(g)(i)	Medium
H6 Cody Technology Park	12.2																	Continue specialist technology/data-centre use with limited scope for further employment expansion within Hart (however, planning has been approved for the delivery of over 100,000 sqm of new flexible employment space and data centres within the area of Cody Technology Park located in Rushmoor Borough Council).	B8/SG	Large
H7 Eversley Haulage Yard	2.4																	Incremental upgrades only (accessibility), no major redevelopment, retaining specialist recycling/waste-management role.	SG	Small. medium
H8 Fleet Business Park	1.0																	No clear case for comprehensive redevelopment.	E(g)(iii), B8	Small, medium
H9 Grove Farm Barn	1.4																	Opportunities for minor intensification, best retained as a small-scale industrial and warehousing location, with any changes carefully planned to protect	E(g)(iii), B8	Small

Site Ref & Name	Size (ha)	Vacant Land	Visible Age	Building Condition	Building vacancy	Parking Adequacy	Servicing Adequacy	Accessibility	SRN Access	Public Transport	Public Realm	Amenities Access	Proximate Uses	Negative Impacts	24-Hr Potential	Derelict Buildings	Intensification Potential	Future Opportunities	Suitable uses	Suitable sizes
																		the rural setting and address the caravan park/residential interface.		
H12 Lodge Farm	3.25																	Improve accessibility; consider for intensification while retaining light industrial role and rural setting.	E(g)(iii), B8	Small, medium
H13 Meadows Business Park	9.4																	Focus on reoccupying significant vacant office floorspace.	E(g)(i)	Large
H14 Murrell Green Business Park	2.5																	Maintain/improve quality of stock while retaining light industrial role for local businesses (and affordable units).	E(g)(iii), B8	Small, Medium
H15 Optrex Business Park	0.5																	Maintain/improve quality of stock while retaining light industrial role for local businesses (and affordable units).	E(g)(iii)	Small
H16 Osborn Way	4.3																	Retain and modernise; refurbishment of average-quality buildings, and selective redevelopment where under-utilised, retaining mixed office/industrial/warehousing role.	E(g)(i), E(g)(iii)	Small, medium
H17 Eversley Storage	1.0																	Small, specialist storage facility with limited opportunities.	E(g)(iii), B8	Small, medium

Site Ref & Name	Size (ha)	Vacant Land	Visible Age	Building Condition	Building vacancy	Parking Adequacy	Servicing Adequacy	Accessibility	SRN Access	Public Transport	Public Realm	Amenities Access	Proximate Uses	Negative Impacts	24-Hr Potential	Derelict Buildings	Intensification Potential	Future Opportunities	Suitable uses	Suitable sizes
																		Redevelopment and intensification would be subject to site owner's objectives.		
H18 Potters Industrial Park	0.45																	Selective redevelopment to improve the poor-quality buildings and servicing while maintaining a small-scale role compatible with the surrounding residential area. Could be considered for release or partial release	E(g)(iii)	Small
H20 Redfields Business Park	2.4																	Selective redevelopment focused on the vacant/poor-condition office block and improvements to older premises and the public realm, while addressing parking and loading constraints to enable limited intensification. Consider for partial release	E(g)(i), E(g)(ii), E(g)(iii), B8	Small, medium
H21 Beacon Hill Road	2.9																	Minimal scope for intensification or redevelopment, and consider editing the site boundaries to include the new industrial developments on the north-west edge.	E(g)(iii), B2, B8	Medium, large

Site Ref & Name	Size (ha)	Vacant Land	Visible Age	Building Condition	Building vacancy	Parking Adequacy	Servicing Adequacy	Accessibility	SRN Access	Public Transport	Public Realm	Amenities Access	Proximate Uses	Negative Impacts	24-Hr Potential	Derelict Buildings	Intensification Potential	Future Opportunities	Suitable uses	Suitable sizes
H22 Waterfront Business Park	4.4																	Selective redevelopment; limited scope for expansion, with opportunities to refurbish/redevelop average and poorer-quality units while retaining mixed employment uses.	E(g)(i), E(g)(ii), E(g)(iii), B8	Small, medium, large
H24 Finn's Business Park	0.65																	Maintain as a small, affordable, rural light industrial and warehousing site, with limited scope for intensification or redevelopment constrained by the narrow access road. Consider repurposing the vacant strip of land for parking and redeveloping existing parking (excess provision) to add floorspace.	E(g)(iii), B8	Small
New1 Dares Farm	0.7																	Limited scope for development. Maintain for small, local businesses seeking affordable space for light industrial or retail activities.	E(g)(iii), B8	Small
New2 Taplins Court	1.4																	Limited scope for development. Maintain its current role as a functioning, rural estate for local businesses.	E(g)(iii)	Small

Site Ref & Name	Size (ha)	Vacant Land	Visible Age	Building Condition	Building vacancy	Parking Adequacy	Servicing Adequacy	Accessibility	SRN Access	Public Transport	Public Realm	Amenities Access	Proximate Uses	Negative Impacts	24-Hr Potential	Derelict Buildings	Intensification Potential	Future Opportunities	Suitable uses	Suitable sizes
New3 Granary Court Business Centre	0.7																	Limited scope for development. Maintain its current role as a functioning, rural estate for local businesses.	E(g)(iii)	Small
New4 Merronbrook	1.8																	Limited scope for development. Maintain its current role as a functioning role for Merronbrook	E(g)(iii), B2	Small, medium

6. Comparison Between Supply and Demand

6.1 Introduction

- 6.1.1 This section compares the projected future demand for office and industrial floorspace, presented in the Hart HEDNA 2026 report, with the existing supply conditions in the District. It factors in the presence of vacant land, or land with potential for intensification/redevelopment as identified in the supply assessment, as well as considering the pipeline for development of office and industrial land, to inform a position of how supply may change over the planning period, and how that influences the overall supply and demand balance.
- 6.1.2 Broadly, supply in excess of demand suggests a demand constrained position; and where demand is in excess of supply, a supply constrained position with the requirement to identify additional floorspace/land for employment use activities and ensure growth is adequately supported.
- 6.1.3 Further consideration of the balance of supply and demand in terms of quantitative and quality requirements is given in the conclusions and recommendations section.

6.2 Available Supply

- 6.2.1 As set out in the supply assessment, a number of existing employment sites across the District present potential pipeline for future development. This includes records of consented planning permissions for employment use that have not yet been built out and indicate additional potential pipeline supply, a number of vacant sites within existing designated employment sites, and sites currently in low density use that could be suitable for future intensification.

Planning Pipeline

- 6.2.2 Planning applications going back to January 2023 were reviewed to assess the impact of the existing planning pipeline on future supply of employment space in Hart. Depending on the status of applications, this pipeline may have been considered in existing stock (where the floorspace is being delivered or has been completed and is already accounted for in the existing stock reported by CoStar), under planning pipeline (in this section) or vacant land (where implementation of the planning approval is considered to have stalled). Accounting for these impacts under those categories ensure that the land and floorspace is not double counted and that certainty of impact on future supply is considered.

6.2.3 Future net change to employment floorspace has been summarised in Table 6-1. The status of planning applications considered was correct as of 31st May 2026.

Table 6-1: Planning Pipeline

Application	Application	E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8
25/00845/NMMA	Floorspace (sqm)	-2,500	0	0	0	0
	Land (ha)	-0.3	0	0	0	0
24/01420/FUL	Floorspace (sqm)	-1,350	0	0	0	+6,596
	Land (ha)	-0.75	0	0	0	+0.75
25/00498/FUL	Floorspace (sqm)	0	0	-1,052	0	-1,052
	Land (ha)	0	0	-0.8	0	-0.8
25/01027/NMMA	Floorspace (sqm)	0	0	-111	-111	-111
	Land (ha)	0	0	0	0	0
23/01454/LDC (Lodge farm gym)	Floorspace (sqm)	0	0	0	0	-450
	Land (ha)	0	0	0	0	-0.1
Total Change	Floorspace (sqm)	-3,850	0	-1,163	-111	4,983
	Land (ha)	-1.1	0.0	-0.8	0.0	-0.2

Source: AECOM, based on Hart Planning Portal

6.2.4 Table 6-1 shows that a total of -3,850 sqm of office space (E(g)(i), E(g)(ii)) will be lost in Hart from the baseline position. Looking at land area, 1.1 ha of employment land used for office activities is expected to be lost. Inversely, a total of +3,709 sqm of industrial space (E(g)(iii), B2, B8) is identified in the planning pipeline (and not included in the baseline position). This is however associated with a loss of land (-1 ha), due to some losses and additional floorspace delivered in existing already developed land (i.e. intensification). Overall, the entire planning pipeline if delivered could lead to a net loss of 141 sqm of employment space (or the equivalent of 2.1 ha employment land).

Vacant land within designated employment sites

6.2.5 A total of 1.8 ha of undeveloped land, located across employment sites has been identified in Hart, which could address a proportion of future demand. Maps identifying vacant land are provided in Appendix B of the ELR Appendices Report.

6.2.6 Table 6-2 provides a summary of sites with vacant land, quantum of land vacant, suitable uses and a high level estimation of potential floorspace that could be delivered (applying relevant plot density and assuming an equal split of the vacant land between all suitable uses). This table shows that the 1.8 ha could deliver circa 8,242 sqm of additional employment space in the District.

Table 6-2: Employment Sites, Vacant Land

Ref	Name	Vacant Land	Suitable uses	Indicative distribution – Floorspace (sqm)					
				E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	TOTAL
H1	Ancells Business Park	0.58	E(g)(i); E(g)(ii); E(g)(iii); B8	949	584	584	0	584	2,701
H4	Blackbushe Business Park	0.74	E(g)(i); E(g)(ii); E(g)(iii); B2; B8	970	597	597	597	597	3,359
H12	Lodge Farm	0.36	E(g)(iii); B8	0	0	730	0	730	1,460
H22	Waterfront Business Park	0.15	E(g)(i); E(g)(ii); E(g)(iii); B8	254	156	156	0	156	722
TOTAL		1.83		2,173	1,337	2,067	597	2,067	8,242

Source: AECOM

Intensification Potential

- 6.2.7 Table 6-3 provides a breakdown of employment sites which provides some redevelopment / intensification opportunities in Hart. Through site surveys, two main opportunities were identified at Bartley Wood Business Park (former HP office) and Redfield Business Park (derelict office block).
- 6.2.8 Together, those opportunities could lead to the delivery of 13,418 sqm of employment space across 2.9 ha of employment land. However, it is important to recognise that these opportunities are currently not supported by evidence (i.e. planning application) and therefore are considered to be highly uncertain.

Table 6-3: Employment Sites, Redevelopment/Intensification Opportunities³⁵

Ref	Name	Vacant Land	Suitable uses	Indicative distribution – Floorspace (sqm)					
				E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	TOTAL
H3	Bartley Wood Business Park	2.71	E(g)(i); E(g)(ii); E(g)(iii); B8	4,413	2,716	2,716	0	2,716	12,559
H20	Redfields Business Park	0.18	E(g)(i); E(g)(iii); B8	385		237	0	237	858
TOTAL		2.89		4,797	2,716	2,952	0	2,952	13,418

Source: AECOM

³⁵ Spaces identified with potential for redevelopment / intensification may already be captured either in the existing supply or in the planning pipeline. Therefore, to avoid double counting, some plots of land are not reported in this table – these are identified in Appendix B of the ELR Appendices Report.

6.3 Gap Analysis

- 6.3.1 The outcome of the comparison between employment land demand and available supply, based on the current portfolio of sites / allocations across the District, is set out in Table 6-4 to 2039 and Table 6-5 to 2044. These tables provide a gap analysis of total employment land, as well as office and industrial separately. For the purpose of allocating supply between office and industrial activities where this is still uncertain (i.e. vacant land, intensification/redevelopment), land has been allocated to all suitable uses equally.
- 6.3.2 Table 6-4 shows that, to 2039, under the most realistic scenario (i.e. only floorspace in the planning pipeline gets delivered), there is a requirement to identify a further 4.1 ha of employment land to respond to future demand over the Plan period (including 1.3 ha for office activities and 0.7 ha for industrial activities). In the case that further, more uncertain³⁶, floorspace gets delivered through new developments on vacant land and intensification through redevelopment, then the entire future net demand could be addressed by existing (and future) supply and there would be an excess of 0.6 ha of employment land in Hart by 2039 (including a shortfall of 0.3 ha for office activities and an excess of 0.9 ha for industrial activities).

Table 6-4: Summary of Demand (to 2039) vs Supply (preferred scenario)

	Office		Industrial		Total	
	Floorspace (sqm)	Land (ha)	Floorspace (sqm)	Land (ha)	Floorspace (sqm)	Land (ha)
Demand						
A) Net Demand	8,300	1.3	3,000	0.7	11,300	2.0
Supply						
B) Planning Pipeline – Under construction	-3,850	-1.1	3,708	-1.0	-141	-2.1
C) Vacant Land	3,510	0.73	4,731	1.1	8,242	1.83
D) Intensification / Redevelopment	7,513	1.41	5,904	1.48	13,418	2.89
E) Total Supply [B+C+D]	7,173	1.04	14,343	1.58	21,519	2.62
Gap						
F) Gap: [B-A]	-12,150	-2.4	-10,492	-1.7	-11,442	-4.1
G) Gap, including uncertain future supply: [E-A]	-1,127	-0.3	11,343	0.9	10,216	0.6

Table 6-5 shows that, to 2044, under the most realistic scenario (i.e. only floorspace in the planning pipeline gets delivered), there is a requirement to identify a further 5.7 ha of employment land to respond to future demand over the Plan period (including 2.5 ha for office activities and 3.2 ha for industrial activities). In the case that further,

³⁶ Uncertain floorspace includes floorspace that could be delivered on vacant land (but has no planning permission), and floorspace that could be delivered through intensification or redevelopment.

more uncertain³⁷, floorspace gets delivered through new developments on vacant land and intensification through redevelopment, then the requirement for additional employment land to respond to future demand would drop to 1.0 ha to 2044 (including 0.4 ha for office activities and 0.6 ha for industrial activities).

Table 6-5: Summary of Demand (to 2044) vs Supply (preferred scenario)

	Office		Industrial		Total	
	Floorspace (sqm)	Land (ha)	Floorspace (sqm)	Land (ha)	Floorspace (sqm)	Land (ha)
Demand						
A) Net Demand	9,300	1.4	8,600	2.2	17,900	3.6
Supply						
B) Planning Pipeline – Under construction	-3,850	-1.1	3,708	-1.0	-141	-2.1
C) Vacant Land	3,510	0.73	4,731	1.1	8,242	1.83
D) Intensification / Redevelopment	7,513	1.41	5,904	1.48	13,418	2.89
E) Total Supply [B+C+D]	7,173	1.04	14,343	1.58	21,519	2.62
Gap						
F) Gap: [B-A]	-13,150	-2.5	-4,892	-3.2	-18,041	-5.7
G) Gap, including uncertain future supply: [E-A]	-2,127	-0.4	5,743	-0.6	3,619	-1.0

Source: AECOM

6.3.3 In order to address any future supply gap, Hart District Council can rely on the Land Availability (LAA) prepared in 2026, which assessed the suitability of over 350 sites for different uses. Of these, the LAA identified:

- 25 sites through a Call for Sites that may be suitable (partially or wholly) for employment uses, totalling a developable area of 465.4 ha.
- 23 sites which present an opportunity for redevelopment or expansion that may be suitable (partially or wholly) for employment uses, totalling a developable area of 94.9 ha.

6.3.4 These sites offer sufficient land area to respond to the future supply requirement identified in Table 6-4 to 2039 (shortfall of up to 4.1 ha) and Table 6-5 to 2044 (shortfall of up to 5.7 ha). New designations should take into consideration requirements of businesses, in terms of location, access to the strategic road network, to public transport, to amenities, typology and size requirements, etc. as identified in the HEDNA.

³⁷ Uncertain floorspace includes floorspace that could be delivered on vacant land (but has no planning permission), and floorspace that could be delivered through intensification or redevelopment.

7. Conclusion and Recommendations

- 7.1.1 This section concludes our assessment by reviewing the balance of projected demand and existing supply and, drawing on the findings from preceding sections from this ELR as well as employment relating sections from the Hart HEDNA 2026 evidence-based study. This section provides options for the policy direction regarding employment land in Hart over the Plan period.
- 7.1.2 When forming employment land policies, the Council should follow a balanced approach such that the employment activities of all business sizes, from start-ups to headquarters, are supported and encouraged. The Council should also recognise that demand will vary by type of space and will therefore be geographically varied.
- 7.1.3 This is one of a number of evidence base documents the Council will be considering that will feed into and inform its Local Plan. These are AECOM's independent recommendations and the Council will subsequently consider these before drafting its own Local Plan policies.

7.2 Summary of Key Findings

- 7.2.1 Hart's office market is characterised by a shrinking stock, tight vacancy rates (especially for small and medium units), and relatively high rents for the smallest size bands. The industrial market is small but robust, with very low vacancy for light and general industrial units, and higher vacancy for storage/distribution (B8) units due to recent delivery of new stock.
- 7.2.2 In line with the Hart HEDNA (2026), Hart is projected to require a modest net increase in employment land over the 10-year Local Plan period to 2039, with the preferred scenario suggesting a need for 8,300 sqm of office floorspace (1.3 ha) and 3,000 sqm of industrial floorspace (0.7 ha) (totalling 11,300 sqm or 2.0 ha).
- 7.2.3 Hart is projected to require a modest net increase in employment land over the extended Plan period to 2044 (as presented in the Hart HEDNA 2026 report). The preferred scenario, balancing labour demand, supply, and past take-up, indicates a need for approximately 9,300 sqm of additional office floorspace (1.4 ha) and 8,600 sqm of additional industrial floorspace (2.2 ha) over the plan period.
- 7.2.4 This reflects a cautious approach, recognising the small size of the local market and the risks of over-allocation.
- 7.2.5 Most designated employment sites are performing well and should be retained. Some sites offer limited potential for intensification or redevelopment, particularly where there is surplus parking or underutilised land. However, opportunities for large-scale new allocations are limited, which limits the possibilities to respond to projects requirements without designating new employment sites. Accounting for floorspace in the planning pipeline, the

gap analysis identified a net requirement for an additional 5.7 ha of employment land to respond to future demand over the Plan period (including 2.5 ha for office activities and 3.2 ha for industrial activities). In the case that further, more uncertain, floorspace get delivered through new developments on vacant land and intensification through redevelopment, then the requirement for additional employment land to respond to future demand would drop to 1.0 ha over the Plan period (including 0.4 ha for office activities and 0.6 ha for industrial activities).

- 7.2.6 There is a clear need for flexible, good-quality employment space, especially to support SMEs, local supply chains, and business retention. The market points to demand for modern, energy-efficient premises, and the need to upgrade existing stock to meet tightening Minimum Energy Efficiency Standards (MEES)

7.3 Policy Recommendations

- 7.3.1 A balanced and flexible approach to employment land management is recommended for Hart. The Council should maintain a robust evidence base and monitoring framework, track changes in supply, demand, and permissions. Policy should avoid both over-protection and under-protection of sites, enabling the release or repurposing of land where justified by evidence, while safeguarding Strategic and Locally Important Employment Sites.
- 7.3.2 Unless a site-promoter can provide strong evidence that employment space on Strategic or Locally Important Employment Sites is no longer needed (and can demonstrate that supply across the District and the FEMA will remain sufficient), the Councils should require that this loss of employment space is being re-provided elsewhere.
- 7.3.3 The Council should closely monitor losses of employment land to alternative uses, including residential and ensure that such changes are justified by robust evidence. When no evidence to support the release of land (i.e. demand is substantially lower than assessed in this study; or higher density will enable delivery of additional floorspace on less land), the release of land should be prevented (i.e. no net loss). On sites where office developments are at risk from permitted development rights, the Council should consider the use of Article 4 Directions or other policy tools to retain employment capacity where justified – particularly in and around Fleet town centre.
- 7.3.4 Employment land policies should be supported by the timely delivery of infrastructure, including transport, digital connectivity, and utilities, to unlock growth and enhance the attractiveness of sites to occupiers. In appropriate locations, the Council should support mixed-use development that integrates employment, housing, and amenities, contributing to the creation of vibrant, sustainable communities.

Protection and Management of Employment Sites

7.3.5 The following recommendations aim to safeguard critical employment land from inappropriate redevelopment while proactively managing stock losses through policy designations and planning controls:

- Recommendation 1 (R1) – Safeguard Core Sites: Retain and protect designated Strategic Employment Sites and Locally Important Employment Sites from alternative uses to prevent losses in business space.
- R2 – Manage Permitted Development Rights (PDR): Monitor office-to-residential conversions closely. Article 4 Directions should be considered in core office clusters, such as Fleet town centre, edge of town and primary business parks, where uncontrolled stock loss threatens SME growth.
- R3 – Formally Designate Non-Designated Sites: Consider adding functioning undesigned employment sites, such as Dares Farm (NEW1) and Taplins Court (NEW2), to the local policy framework as Locally Important Employment Sites to protect local industrial capacity. Consider adjusting the boundaries of existing employment sites to reflect their new context (i.e. losses to residential; or expansions).

Office Land and Floorspace Strategy

7.3.6 The following recommendations focus on modernising office provision by encouraging the refurbishment of obsolete stock and prioritising high-quality, flexible workspaces for small and medium-sized enterprises in accessible locations:

- R4 – Focus on SME and Flexible Provision: Prioritise the delivery of flexible, high-quality office units under 500 sqm in accessible locations to alleviate tight market vacancy, including managed workspaces.
- R5 – Town Centre and Cluster Prioritisation: Direct office growth toward Fleet town centre and accessible business parks with strong public transport links and nearby amenities.
- R6 – Repurpose Dated Office Stock: Encourage the refurbishment or masterplanned redevelopment of obsolete or vacant office premises (such as at Bartley Wood Business Park and Redfields Business Park) into modern workspace, logistics or mixed-use developments.

Industrial and Logistics Strategy

7.3.7 The following recommendations aim to address local space shortages by supporting small-scale industrial developments and estate intensification, while applying a demand-led approach to broader logistics allocations:

- R7 – Promote small E(g)(iii) Developments: Support the delivery of small units for light to relieve space shortages (vacancy rate of 1.1%) and support the creation and growth of small local innovative businesses (as highlighted in “A Prosperous Future for Hart - A strategy to support a successful local economy, 2025-35”).

- R8 – Monitor vacancy across E(g)(iii) and B2: Regularly review the level of vacancy across industrial uses to ensure that space shortages do not negatively impact on industrial growth.
- R9 – Cautious Approach to B8 Logistics: Promote the delivery of new flexible B8 logistics space to support growth, particularly in strategic locations along the M3. Require market demand evidence before allocating additional land for large-scale B8 warehousing, given elevated vacancy rates (15.9%) in existing storage and distribution stock.
- R10 – Intensify Existing Estates: Encourage higher-density development (i.e. Bartley Wood Business Park, Redfields Business Park), infill on underutilised yard space (i.e. Lodge Farm), and stock modernisation across established industrial parks (i.e. Civic Quarter, Murrell Green Business Park).

Sustainability and Infrastructure

7.3.8 The following recommendations aim to ensure a supply of suitable, energy efficient premises by facilitating environmental retrofits to meet efficiency standards and ensuring developments adequately accommodate operational transport and parking requirements:

- R11 – Support Commercial Retrofitting: Establish positive planning policies for environmental retrofits, high-efficiency insulation, rooftop solar installations, and EV charging infrastructure to help existing stock meet MEES targets.
- R12 – Address Parking and Servicing Constraints: Require new proposals to provide adequate off-street parking and HGV servicing space to prevent overspill parking on estate access roads.

Site Specific Recommendations

7.3.9 Table 7-1 provides a summary of recommendations for all assessed employment sites in Hart. Recommendations are made on whether they should be retained, maintained, intensified, adjusted, released, part released, etc. as well as a rationale for the recommendation.

Table 7-1: Site Specific Recommendations

Site	Policy Recommendation	Key Actions / Rationale
H1: Ancells Business Park	Retain and Maintain	Maintain business park role; upgrade lower-quality office stock and address PDR risk.
H2: Bartley Point	Retain and Maintain	Maintain industrial/distribution role; resolve localised parking constraints.
H3: Bartley Wood Business Park	Retain and Intensify / Expand	Support selective refurbishment/redevelopment of derelict and vacant office buildings (2.7 ha). Consider opportunities for expansion south of Griffin Way South.

Site	Policy Recommendation	Key Actions / Rationale
H4: Blackbushe Business Park	Retain and Maintain / Expand	Protect full employment occupation; explore potential development of 0.7 ha undeveloped southern plot. Consider opportunities for business park expansions along Tuscany Way.
H5: Civic Quarter, Fleet	Retain and Modernise	Maintain town centre office role; improve existing stock to reduce vacancy.
H6: Cody Technology Park	Retain and Protect	Protect specialised technology/data centre cluster; accommodate ongoing data centre expansion.
H7: Eversley Haulage Yard	Retain and Maintain	Retain specialised recycling/waste role; avoid major expansion without access road upgrades.
H8: Fleet Business Park	Retain and Maintain	Retain small-scale industrial/warehousing function; optimise surplus parking areas.
H9: Grove Farm Barn	Retain and Maintain	Retain light industrial workspace; manage rural setting and interface with residential uses.
H12: Lodge Farm	Retain and Adjust Boundary	Adjust site boundaries to include adjacent active business units; optimise underused central yard.
H13: Meadows Business Park	Retain and Reoccupy	Focus on reoccupying significant vacant Grade A office space before considering new allocations.
H14: Murrell Green Business Park	Retain and Modernise	Preserve affordable light industrial space for local firms; encourage stock refurbishment.
H15: Optrex Business Park	Retain and Modernise	Protect rural light industrial space; support building upgrades.
H16: Osborn Way	Retain and Modernise	Support selective redevelopment of underutilised premises and improve estate parking management.
H17: Eversley Storage	Retain and Maintain	Retain specialist self-storage facility in line with occupier requirements.
H18: Potters Industrial Park	Retain and Selective Redevelopment / Release	Support redevelopment to replace poor-quality units, while managing impacts on surrounding housing. Consider for release or partial release.
H20: Redfields Business Park	Retain and Intensify	Redevelop derelict office block and upgrade older industrial units while improving servicing.
H21: Beacon Hill Road	Retain and Adjust Boundary	Extend boundary to incorporate new northwest industrial developments; manage retail/industrial traffic.
H22: Waterfront Business Park	Retain and Intensify (mixed-use opportunity)	Redevelop derelict office block and 0.15 ha vacant land plot; leverage position opposite rail station ideal for mixed-use redevelopment.

Site	Policy Recommendation	Key Actions / Rationale
H24: Finn's Business Park	Retain and Reconfigure	Repurpose vacant land plot for dedicated parking to free up yard space for light industrial activity.
NEW1: Dares Farm	Designate as Locally Important	Formally protect as a rural light industrial cluster supplying affordable small business space.
NEW2: Taplins Court	Designate as Locally Important	Formally protect as a rural light industrial and vehicle repair location serving local needs.
NEW3: Granary Court Business Centre	Designate as Locally Important	Formally protect as a rural light industrial cluster supplying affordable small business space.
NEW4: Merronbrook	Designate as Locally Important	Formally protect and retain as specialist industrial site line with occupier requirements.

Source: AECOM