

Integrated Impact Assessment (IIA) for the Hart Local Plan

Interim IIA Report

Hart District Council

October 2026

Quality information

Prepared by	Checked by	Verified by	Approved by
CB: Associate Director	MF: Associate Director	NCB: Technical Director	NCB: Technical Director

Revision History

Revision	Revision date	Details	Name	Position
V0.1	22 October 2026	First draft for internal review	CB	AECOM (AD)
V1.0	23 October 2026	First draft for client review	CB	AECOM (AD)

Prepared for:

Hart District Council

Prepared by:

AECOM Limited
3 Rivergate
Temple Quay
Bristol BS1 6ER

T: +44 (0)117 901 7000
aecom.com

© 2026 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") in accordance with its contract with Hart District Council (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Table of Contents

1.	Introduction	1
1.2	IIA explained	1
1.3	The scope of the IIA	2
1.4	This Interim IIA Report	3
2.	Broad spatial strategy	4
2.1	Introduction	4
2.2	Assessment of alternatives	4
3.	Site options	12
3.1	Introduction	12
3.2	Commentary	12
4.	Next steps	17
4.1	Determining the preferred approach	17
4.2	Reasonable alternatives	17
	Appendix A – Settlement analysis	18
A.1	Introduction	18
A.2	Fleet (including Crookham Village)	18
A.3	Yateley	23
A.4	Blackwater & Hawley	26
A.5	Hook	27
A.6	Odiham	31
A.7	Hartley Wintney	35
A.8	Winchfield Station	39
A.9	Eversley	44
A.10	South Warnborough	48
A.11	Long Sutton	51
A.12	Rokeham Strategic Site	54

1. Introduction

- 1.1.1 AECOM has been commissioned to undertake an independent Integrated Impact Assessment (IIA) in support of the emerging Hart Local Plan (HLP) that is being prepared by Hart District Council (HDC).
- 1.1.2 IIA fulfils the requirements and duties for Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equalities Impact Assessment (EqIA), and Health Impact Assessment (HIA).

1.2 IIA explained

- 1.2.1 IIA is a mechanism for considering and communicating the impacts of an emerging plan, and potential alternatives, in terms of key sustainability, health and equalities issues. The IIA seeks to fully integrate SA, SEA, EqIA and HIA to provide a single assessment process that informs the development of the new Local Plan.
- 1.2.2 SEA is a process undertaken to address the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations). SA is a legal requirement for Local Plans under Section 19 of the Planning and Compulsory Purchase Act 2004. In line with these requirements, there are two key steps for SEA/SA:
 - 1. When deciding on the scope and level of detail of the information to be included in the SEA/SA Report, there is a consultation with statutory consultees (three nationally designated authorities); and
 - 2. A report (the SEA/SA Report – or in this case IIA Report) is published for consultation alongside the Draft Plan that presents an assessment of the plan and reasonable alternatives.
- 1.2.3 At this stage, procedural step (1) has already been completed in a scoping report has been shared with statutory consultees. This report is an interim step ahead of (2), as discussed further below.
- 1.2.4 As a public-sector organisation, HDC has a duty under the Equality Act 2010 and associated Public Sector Equality Duty (PSED) to ensure that the Local Plan avoids unlawful discrimination (direct and indirect), advances equality of opportunity, and fosters good relations between those with protected characteristics and all others.
- 1.2.5 An EqIA is used to comply with the duty and as a proactive tool for exploring the merits of the emerging plan in terms of equality objectives.
- 1.2.6 As an integrated element, there is a dedicated IIA topic dealing with matters relating to equality, as discussed further below.
- 1.2.7 Similarly, HIA is a tool used to proactively identify and assess the potential impacts of a plan in relation to health and wellbeing. Again, this is an integrated element of the IIA, with a dedicated IIA topic.
- 1.2.8 The aim of the IIA is to inform plan-making both directly (i.e. through structured, systematic and evidence-based analysis), and indirectly (through providing stakeholders with information on potential plan impacts and so facilitating effective consultation).

1.3 The scope of the IIA

- 1.3.1 The scope of the IIA refers to the breadth of sustainability, equality and health issues and objectives that are taken into account as part of the assessment of reasonable alternatives and the emerging plan.
- 1.3.2 The scope of the IIA is reflected in the IIA framework which identifies the IIA topics and objectives that are the focus of each and every assessment.
- 1.3.3 As discussed, the IIA framework has been developed in consultation with the statutory consultees, and a finalised version is provided in Table 1.1.

Table 1.1: IIA framework

IIA Theme	IIA Objective
Accessibility	Improve accessibility to essential services and facilities across Hart.
Air quality and noise	Improve air quality, reduce air pollution and exposure to air pollution.
	Reduce noise pollution and minimise exposure to harmful noise levels.
Biodiversity	Maintain, create and enhance the extent and quality of biodiversity habitats and networks within and surrounding the district, and protect species population and diversity
Climate change adaptation	Support the resilience of Hart to the potential effects of climate change, including flooding from fluvial and surface water sources.
Climate change mitigation	Mitigate climate change by increasing decarbonisation, with a focus on the built environment and the industry, transport and domestic sectors, increasing efficiency and reducing energy use.
Communities	Enhance design quality to create natural beautiful places for people that maintain and enhance community and settlement identity.
Economy and employment	Support a sustainable, diverse, and resilient economy, with innovative responses to changing conditions and support for a strong future workforce.
Equality, diversity and inclusion	Reduce poverty and inequality; tackle social exclusion and promote community cohesion.
Health and well-being	Improve the health and wellbeing of residents within Hart, promoting healthy and sustainable places.
Historic environment	Preserve and enhance Hart's heritage resource, including its historic environment and archaeological assets.
Homes	Support the delivery of a range of housing to meet identified needs, with a focus on improving affordability for those most in need.
Landscape	Protect and enhance the quality and character of Hart's landscape.
Soils and natural resources	Ensure the efficient and effective use of land, to include the protection of valued agricultural land, soils and minerals resources.
Transport and Travel	Increase sustainable transport use and reduce the need to travel.
Water	Ensure the efficient and effective use of water, in addition to protecting and enhancing water quality.

1.4 This Interim IIA Report

- 1.4.1 At the current time Hart District Council is not consulting on a Draft Local Plan but rather is consulting on “proposed plan content and evidence” under Regulation 23 of the Local Planning Regulation (2026).
- 1.4.2 As such, this is an ‘Interim’ SA Report, as opposed to the formally required IIA Report, which will be prepared at the next consultation stage in 2027.
- 1.4.3 There is no requirement under the legislation or under the Government’s Planning Practice Guidance (PPG) to publish an Interim SA Report at the Regulation 23 stage, but there is clear potential to add value by presenting an assessment to inform the consultation and subsequent plan-making.
- 1.4.4 It follows that the scope of assessment work presented within this report responds to the scope of that consultation, which is broadly as follows:
- Draft Vision – the consultation document sets out a proposed vision for the district over the plan period (at least to 2039; potentially to 2044).
 - Broad spatial strategy – the consultation document explains that the emerging preferred approach involves a balanced strategy, specifically in terms of a balance between locations and development typologies (e.g. large strategic sites versus smaller sites).
 - Site options – the consultation document presents a (refined) long-list of site options, i.e. sites in contention for allocation in the Local Plan.
 - Policy areas – the consultation document discusses the potential scope of policy requirements that might be set out in the Local Plan and, in turn, used to guide subsequent planning applications.
- 1.4.5 Responding to the scope of the consultation, and with a view to ensuring an assessment that adds value in terms of reaching meaningful conclusions on significant effects, this Interim IIA Report is structured as follows:
- Section 2 – presents a formal assessment of the emerging preferred broad spatial strategy alongside reasonable alternatives.
 - Section 3 – presents a commentary on site options at select settlements in turn, specifically giving initial consideration to how sites could potentially be allocated in combination to deliver on objectives.
 - Section 4 – discusses next steps.

2. Broad spatial strategy

2.1 Introduction

- 2.1.1 As discussed above, the emerging preferred broad spatial strategy involves a balanced approach, specifically in terms of a balance between locations and development typologies (e.g. large strategic sites versus smaller sites).
- 2.1.2 As such, the aim of this section is to present an assessment of the emerging preferred spatial strategy alongside ‘reasonable alternatives’.
- 2.1.3 With regards to the question of what specific reasonable alternatives to assess, direction is taken from the following in the consultation document:

“Growth could be shared across Hart’s towns and villages, focused more at larger settlements, accommodated through one or more new settlements, or delivered through a combination of these approaches. We suggest exploring a balanced combination rather than relying on a single option, but we have not yet made a choice.”

- 2.1.4 In light of this statement, the broad spatial strategy reasonable alternatives at this stage in the plan-making / IIA process are as follows:
- Option 1 – a balanced strategy
 - Option 2 – added emphasis on dispersal across settlements
 - Option 3 – added emphasis on larger settlements
 - Option 4 – added emphasis on one or more new settlements

2.2 Assessment of alternatives

- 2.2.1 The task is to assess the four broad spatial strategy alternatives under the ‘IIA framework’, which is a list of sustainability topics (integrating health and equality), each with an associated objective, as introduced in Section 1.3.
- 2.2.2 Specifically, under each IIA topic the aim is to: **1)** rank the alternatives in order of performance (with a star indicating best performing); and then **2)** categorise performance in terms of ‘significant effects’ using colour-shading (**red** / **amber** / **light green** / **green**).¹
- 2.2.3 It is important to be clear that the alternatives are high level such that it is difficult to reach conclusions with any certainty. Specifically, it is inherently challenging to reach conclusions without knowing the sites that would be allocated in order to deliver on each of the broad spatial strategy options.²
- 2.2.4 The assessment is presented in the form of a ‘matrix’ (Table 2.1) with a row for each of the IIA topics and a column for each of the alternatives. The aim of the assessment matrix is to provide an ‘at a glance’ understanding of how the alternatives perform, both in absolute and relative terms.

¹ **Red** indicates a significant negative effect; **amber** a negative effect of limited or uncertain significance; **light green** a positive effect of limited or uncertain significance; and **green** a significant positive effect. **No colour** indicates a neutral effect.

² Also, the precise growth quantum is unknown, i.e. the housing requirement could be set at, above or below LHN.

Table 2.1: Overview of the broad spatial strategy alternatives assessment

	Option 1 Balanced strategy	Option 2 Dispersal	Option 3 Larger settlements	Option 4 New settlement(s)
Accessibility	★1	2	★1	★1
Air quality and noise	?	?	?	?
Biodiversity	★1	2	3	2
Climate change adaptation	=	=	=	=
Climate change mitigation	★1	★1	2	★1
Communities	★1	2	2	★1
Economy and employment	=	=	=	=
Equality, diversity and inclusion	=	=	=	=
Health and well-being	★1	2	★1	★1
Historic environment	★1	2	2	★1
Homes	★1	★1	2	2
Landscape	★1	★1	★1	2
Soils and natural resources	=	=	=	=
Transport and travel	★1	2	★1	★1
Water	=	=	=	=

- 2.2.5 An immediate point to note is that Option 1 – a balanced spatial strategy – performs well; indeed, it is not possible to flag any concerns with Scenario 1. In practice, there is a clear need for a balanced spatial strategy, in that there is a clear need for: A) an element of growth dispersal; and B) a balance between site typologies. In respect of (B), it is most notably the case that there is a need for a balance between: i. strategic greenfield sites (which can deliver a mix of uses onsite and which can deliver infrastructure alongside new homes, but which have long-lead in times ahead of delivery and are inherently subject to delivery risk); and ii. smaller greenfield sites (which may deliver little more than homes, but which can deliver early and tend to have strong viability in support of key policy objectives such as affordable housing, net zero development, and financial contributions to infrastructure).
- 2.2.6 The second immediate point to note is that Option 2 – added emphasis on dispersal – is shown to perform relatively poorly under several headings. This is on the basis that: 1) smaller sites can often deliver relatively little other than new homes and infrastructure planning is inherently challenging; 2) it is fair to assume an added emphasis on smaller sites would partly mean an added emphasis on growth at villages, and whilst there are certain transport and accessibility arguments to be made in support of growth at villages, overall there is a clear risk of a conflict with ‘vision-led’ transport planning principles (NPPF Policy TR1); and 3) dispersing growth across numerous smaller sites, including at villages, risks a high degree of community opposition, such that the plan struggles to progress, including recognising constraints to growth at villages in the district, e.g. heritage.
- 2.2.7 However, it is important to be clear that under each of the topic headings where a potential concern is flagged in respect of Option 2, this is a high level conclusion that is uncertain and essentially illustrative. There are clear arguments in support of smaller sites and growth at villages, and sites can be selected for allocation with a view to minimising concerns and realising opportunities, including by giving careful consideration to how sites might be allocated in combination to deliver on village-specific objectives.
- 2.2.8 It is also important to be clear that a strong focus on small and medium sized greenfield sites within the overall housing land supply for the plan period could help to ensure a housing land supply that is ‘robust’. Specifically, the aim must be to ensure a housing land supply trajectory identified in the Local Plan is then delivered in practice (as far as possible, acknowledging that some unforeseen delivery issues are unavoidable), such that the Council is able to maintain a rolling five year housing land supply (5YHLS) and pass the annual housing delivery test (HDT). This is crucially important because where a Council cannot demonstrate a 5YHLS, or scores below 75% on the HDT, then this counts as ‘evidenced unmet need’ for the purposes of Policy S5(1)(J) in the NPPF, which deals with situations where planning applications for sites located outside of a settlement boundary should be approved “unless the benefits of doing so would be substantially outweighed by any adverse effects”. In short, ‘evidenced unmet need’ triggers what the Government has referred to as a ‘default yes’, or a ‘universal tilt’, such that it can be difficult to resist speculative (i.e. non-plan-led) planning applications with negative implications for sustainability objectives.³

³ Where a local plan supply trajectory includes a strong emphasis on strategic sites then in order to be ‘robust’ there may be a need for a ‘stepped’ housing requirement, i.e. one that is lower in the early years of the plan and then commensurately higher in the later years of the plan. However, stepped housing requirements must be justified, hence potential is uncertain at this stage.

2.2.9 Having made these overarching points, the following bullet points explain the assessment conclusions under each of the topic headings in turn:

- Accessibility** – a key benefit of plan-led growth, as opposed to piecemeal growth solely via ad hoc planning applications, is directing growth in line with infrastructure capacity and in a way that realises opportunities to deliver new and upgraded infrastructure alongside new homes, and potentially to the benefit of existing communities. Under this ‘accessibility’ heading the particular focus is on community infrastructure, and invariably a key issue for any local plan is schools capacity. Strategic sites can often deliver a primary school, and perhaps even a secondary school, although there are not known to be any key opportunities to deliver a secondary school to address an existing need in the district. The assessment conclusion reflects a view that there are likely major opportunities to be realised through the local plan (subject to further work and engagement, including with the County Council, as a key partner organisation), but that opportunities could be missed if there is an undue focus on smaller sites. However, there can be key growth-related opportunities to be realised at villages, in terms of delivering targeted new community infrastructure and/or supporting the viability of existing infrastructure, including avoiding school closures. There is a need for further work to explore village specific issues/opportunities.
- Air quality and noise** – air quality is improving nationally and is not a major issue locally, with no designated air quality management areas (AQMAs) in the district, and few across the wider sub-region. However, it is considered appropriate to flag an uncertain conclusion at this stage, because the possibility of directing growth to locations adjacent to major roads (notably the M3) and train lines can be envisaged, potentially leading to concerns in respect of air and noise pollution. Another consideration is traffic through villages and residential area affecting environmental quality and generating road safety concerns.
- Biodiversity** – the district is heavily constrained, most notably on account of the Thames Basin Heaths SPA, but there are well established policies in place to ensure effective avoidance and mitigation, and the local plan also now has the benefit of the Hampshire Local Nature Recovery Strategy (LNRS), which [maps](#) Areas of Particular Importance for Biodiversity (APIBs) and Areas that Could become of Importance for Biodiversity (ACIBs). There is a need for flexibility to respond to constraints (and opportunities), which suggests support for Option 1. With regards to strategic sites and new settlement options, they are often well-placed to deliver strategic onsite and potentially offsite green and blue infrastructure (including Suitable Alternative Natural Greenspace, SANG); however, some of the broad locations under consideration are constrained. This includes the area around Winchfield Station, where there is a high density of woodland, including ancient woodlands and several that are designated as a Local Wildlife Site.

It could transpire that biodiversity is a consideration with a bearing on the plan period and total growth quantum, i.e. the question of whether the Local Plan should include a focus on strategic sites (which could necessitate a longer plan period) and/or explore growth quanta options involving a housing requirement set either above or below LHN.

- **Climate change adaptation** – a key consideration here is flood risk, but it is difficult to suggest a concern under any of the options, i.e. under any scenario it is likely that there will be good potential to avoid flood risk zones, and avoid downstream flood risk through high quality sustainable drainage systems (SuDS). Yateley and Blackwater are higher order settlements that are heavily constrained by flood risk, and flood risk is also a constraint to expansion of Fleet to the north and Hook to the east; however, it is difficult to envisage pressure for growth in these areas leading to a tension with flood risk objectives. Pressure for intensive redevelopment of urban sites that have historically been seen as suitable for low intensity uses (e.g. car parks, retail) on account of flood risk can be an issue, but it is not clear that there are any major concerns locally.
- **Climate change mitigation** – focusing on the built environment (as transport is a focus of separate discussion below), a key consideration is directing growth at sites that are well suited to delivering net zero developments, which can suggest support for strategic sites and also sites with strong development viability. As part of this, it is important to recognise that a key aim is to deliver energy efficient homes, decentralised power generation (primarily rooftop solar) and energy storage (primarily batteries) aimed not only at ‘net zero’ over the course of a year, but also aimed at minimising peak strains on the grid in winter, given concerns regarding grid capacity over the coming years (given the context of electrification, renewable generation and data centres). Overall, there is a key opportunity associated with plan-led growth, which should factor in as part of forthcoming work on spatial strategy / site selection, but opportunities can tend to be missed in practice. In particular, strategic urban extensions can be associated with other priorities that overshadow climate change mitigation, given viability parameters and competing cost priorities, e.g. transport infrastructure.
- **Communities** – discussion under this topic heading is an opportunity to explore matters over-and-above those relating to ‘accessibility’ (as discussed above. Clearly there are many wide-ranging ‘communities’ considerations of relevance to the broad spatial strategy alternatives, but the assessment reflects a view that there is often particular community support for new settlements. Having said this, it is also important to say that: A) there are clear ‘communities’ arguments in support of dispersal, to including growth at villages, including with a view to a robust housing land supply (as discussed); and B) in practice a key new settlement option is in the Winchfield area, which is sensitive in communities terms, including because of proximity to Hartley Wintney, Hook and Fleet.
- **Economy and employment** – the current consultation document explains: *“To 2039 we need an additional 8,300 sqm of office floorspace (1.3 hectares of land) and 3,000 sqm of industrial floorspace (0.7 hectares of land). If we assume that extant planning permissions involving a loss of employment floorspace are implemented, these figures increase to 2.4 hectares of land needed for office space and 1.7 hectares of land needed for industry.”* This is a very modest need figure, which can be comfortably provided for under any scenario, even were there to be additional loss of existing employment floorspace.

Given the strategic road network locally, including the lack of junctions onto the M3, and given the location of key new settlement and other strategic site options, it is difficult to envisage that delivering new strategic employment land will be a key spatial strategy consideration. However, matters should continue to be explored, feasibly to include land for warehousing/distribution and high value uses such as R&D. Also, the possibility of unmet need from neighbouring authorities along the A331 Blackwater Valley corridor cannot be ruled out at this stage.

- **Equality, diversity and inclusion** – it is difficult to draw strong conclusions on the implications of broad spatial strategy alternatives. Considerations include: A) strategic sites can be masterplanned with key issues and opportunities in mind, including relating to community infrastructure, transport infrastructure and green infrastructure; B) there is a need to support sites with strong viability well-suited to delivering affordable housing alongside delivering on wider objectives with cost implications (e.g. infrastructure); C) strategic sites can often deliver a good mix of homes to include family housing and specialist housing; and D) strategic sites can potentially deliver a Gypsy and Traveller site (there is a need for 43 pitches to 2039), although this can give rise to a delivery risk, i.e. such that stand-alone sites can be preferable.
- **Health and well-being** – planning for new healthcare infrastructure alongside housing growth is often challenging because there is a need to align with NHS strategy. There is a need to direct growth accounting for existing capacity, and strategic site options can be well suited to delivering a new GP facility, and potentially even a larger-scale integrated care hub, but there is a need for further liaison with the NHS. Overall, it is appropriate to flag a concern with Option 2 (dispersal).

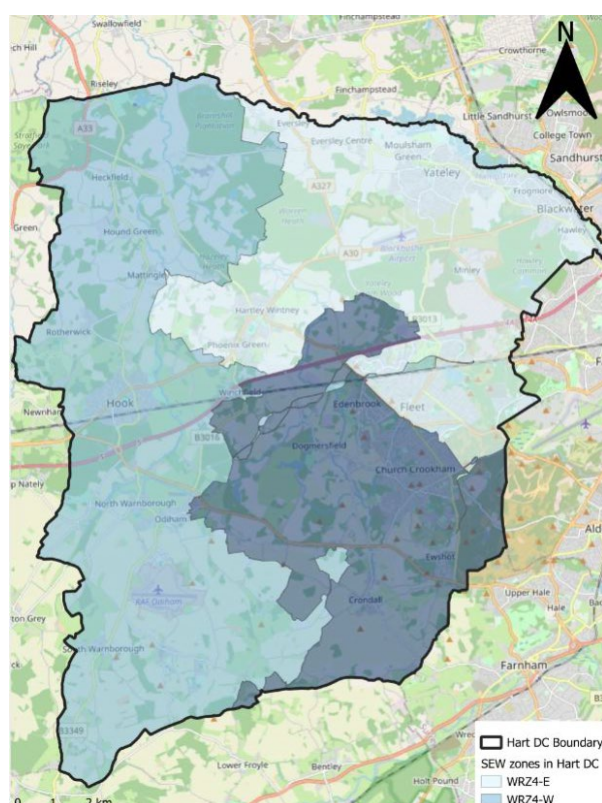
Another key matter is planning for accessible green and blue infrastructure, which is likely a key consideration for local plan spatial strategy and site selection. This partly relates to planning for SANG, but there are also likely wider strategic opportunities to be explored, both in terms of onsite and offsite green/blue infrastructure. For example, opportunities to increase accessibility to woodlands and river corridors could be explored. One key area, amongst others, is land between Hook (to the east of which is the River Whitewater corridor) and Winchfield (where there is a high density of inaccessible woodlands).

- **Historic environment** – this is another key constraint to growth across the district; however, there is often good potential to avoid or suitably mitigate impacts through detailed spatial strategy, site selection and site specific policy (density, masterplanning, layout, design, etc.). Growth at the edge of villages in Hart will often give rise to a tension with historic environment objectives, but it is also appropriate to flag a concern with Option 3 on the assumption that this could involve a particular focus of growth at Odiham and or Hartney Wintney (as larger settlements), both of which are significantly constrained in historic environment terms (most notably Odiham, although there could be scope for strategic growth to the south). New settlements can often represent a means of directing growth so as to minimise tensions with historic environment objectives, and that could well be the case in the Hart context, subject to further detailed work in respect of site extent, masterplanning, infrastructure etc.

- **Homes** – strategic sites including new settlements can represent a proactive approach to housing delivery, but they have long lead in times and delivery risk, such that there is typically a need to also ensure a mix of smaller sites to deliver early and which have low delivery risk, plus smaller greenfield sites tend to benefit from strong viability such that they are well placed to deliver affordable housing. There can be the potential to argue the case for a stepped housing requirement, namely one that increases over the course of the plan period to account for strategic site lead-in times, but this amounts to delaying providing for housing needs such that it requires justification, i.e. evidence to show that allocating additional smaller sites would not represent sustainable development. The reality is that a balanced supply portfolio will be required, in terms of site locations and typologies, in order to effectively provide for housing needs whilst also ensuring infrastructure-led growth.
- **Landscape** – whilst there are no nationally designated landscapes in Hart it is nonetheless the case that landscape is a widespread and significant constraint to growth. There are concerns regarding ongoing expansion of larger settlements amounting to ‘sprawl’, there is a risk of impacting the characteristic association of settlements with their surrounding landscape, e.g. river valleys, and settlement separation is a key consideration (particularly in the central part of the district, centred on Winchfield and the north of the district around Eversley). With regards to the new settlement options, it is inherently challenging to determine an optimum configuration of growth in the Winchfield area, and it is also difficult to identify a clear landscape case for the other promoted new settlement option, namely Rokeham New Village.
- **Soils and natural resources** – focusing on agricultural land quality, there is a notable [band](#) of higher quality (grade 2) land running from Winchfield to the western edge of Fleet via Winchfield; also, there is high quality agricultural land in the Eversley to Yateley area. However, there are also extensive areas of grade 3b quality land (which is not classed as ‘best and most versatile’), including around Hook and in the vicinity of the Rokeham New Village option. Looking across the wider sub-region, it is difficult to conclude that Hart District is any more or less constrained than neighbouring areas. Overall, whilst it is not possible to differentiate between the current high level alternatives, agricultural land quality should factor-in as part of ongoing spatial strategy / site selection.
- **Transport and travel** – directing growth to locations in proximity to rail stations and town / village centres is key, but there is also a need to account for known issues and opportunities in terms of maintaining / enhancing bus services, delivering new cycle infrastructure in line with the LCWIP, and avoiding / addressing traffic congestion (including in support of bus services and cycling). New settlements can represent an opportunity, and in the Hart context there is a clear opportunity associated with a new settlement close to Winchfield Station (but a challenge may relate to piecemeal planning applications under NPPF Policy S5(h), notwithstanding S5(h(iv))). However, there is a clear challenge with the Rokeham New Village option, notwithstanding proposals to ensure high quality bus connectivity. There is a clear challenge with ‘dispersal’ (as discussed) and it will be crucial to receive the views of the County Council in respect of key priorities.

- Water** – there is a need to consider both: A) water supply / resources, with a view to ensuring drinking water supply whilst avoiding low water levels impacting the water environment; and B) avoid water pollution which primarily means ensuring that growth does not risk capacity breaches at sewage treatment works (either in terms of hydraulic capacity or the chemical/biological capacity of receiving water courses). (A) is known to be an issue in the western part of Hart District, as shown in the figure below, and this will be a key matter for ongoing consideration, as part of work on spatial strategy / site selection, including accounting for the timing of growth (because water supply issues can often be addressed over time through water company interventions, including water transfers from other water resource zones). With regards to the capacity of sewage treatment works, and the potential to viably deliver timely upgrades, there are known to be capacity issues at both Fleet and Camberley sewage treatment works, but further evidence is required in order to understand implications for broad spatial strategy (including total growth quantum), site selection and the phasing of growth (i.e. because there can be a need to delay growth until upgrades have been delivered). The views of the water companies (South East Water for potable water; Thames Water for wastewater) and the Environment Agency are sought, with a view to informing key decision-making on the local plan in 2027.

Figure 2.1: Water Resource Zones



2.2.10 In **conclusion**, this assessment has highlighted certain arguments that can be made for: A) a degree of growth dispersal across smaller sites, including at villages; B) growth focused at larger settlements including strategic urban extensions; and C) one or more new settlements. This assessment aims to inform consultation and subsequent work in respect of spatial strategy / site selection, and it is also important to be clear that this must also align with decision-making in respect of the plan period and housing requirement.

3. Site options

3.1 Introduction

- 3.1.1 The consultation document presents 310 site options in total distributed across 29 settlements (which can otherwise be referred to as ‘catchments’ as an acknowledgement that some smaller settlements are appropriately discussed under the banner of a nearby larger settlement).
- 3.1.2 This is a ‘refined long-list’ of site options, in that it reflects the outcome of just one initial step to sift out poorly performing sites. Specifically, sites that are subject to ‘show-stopper’ constraints have been sifted out through the Land Availability Assessment (LAA).
- 3.1.3 The consultation document categorises each site option by proposed use (specifically, what has been proposed by the site promoter) as follows: residential; employment; Gypsy and Traveller; SANG; other. The great majority are proposed for residential (or residential-led) development.
- 3.1.4 Also, the consultation document highlights which have planning permission (such that development can be assumed as part of the ‘baseline’). As of 31st March 2026, there are 1,751 homes set to come forward at permitted sites.
- 3.1.5 Finally, for context, it can be noted that a high proportion of these sites could potentially need to be allocated within the Local Plan, but this unknown because it depends on: A) the level of growth that is supported through the Local Plan (the ‘housing requirement’); and B) the broad spatial strategy and, in particular, the balance between large (‘strategic’) sites and smaller sites. An emphasis on strategic sites (potentially to include one or more new settlements) could mean fewer sites need to be allocated (but this could necessitate a longer plan period and a stepped requirement and, in turn, additional housing need to be provided for over the longer plan period).
- 3.1.6 Having made these introductory points, set out below is a targeted commentary on site options by settlement. In particular, the focus is on a targeted discussion of potential site combinations, or ‘growth scenarios’.

3.2 Commentary

Introduction

- 3.2.1 Set out below is a discussion of potential combinations of site options, or ‘growth scenarios’, at the following key settlements:
 - Fleet – the district’s sole **Tier 1** settlement.
 - Blackwater – one of three **Tier 2** settlements.
 - Hook – one of three **Tier 2** settlements.
 - Yateley – one of three **Tier 2** settlements.
 - Odiham – one of two **Tier 3** settlements.
 - Hartley Wintney – one of two **Tier 3** settlements.

- Eversley – a select **Tier 4** settlement for discussion.
- Long Sutton – a select **Tier 5** settlement for discussion.
- South Warnborough – a select **Tier 5** settlement for discussion.
- Winchfield – a **Tier 5** settlement but also a **new settlement option**.
- Rokeham new settlement – the other current new **settlement option**.

3.2.2 Specifically, set out below is a summary discussion for each settlement (or new settlement option), with detailed discussion presented in Appendix A.

Fleet

3.2.3 There are a lot of sites that have been grouped within the Fleet settlement catchment. Given proximity it is also important to consider the sites identified at Crookham Village. Combined, all the sites within Fleet and Crookham Village have the potential to deliver up to 2,717 new homes (278 of these are within Crookham Village). Most of the sites are smaller sites of less than 100 dwellings that could contribute to land supply early in the plan period. Larger sites include Crookham_Village_001, Blackwater_003, and Hartley_Wintney_022. Most of the committed housing development is in the west (south of Calthorpe Park School). Additionally, the land between Fleet and Crookham Village (south of The Street) is committed SANG.

3.2.4 In terms of potential growth scenarios, 4 scenarios have been identified:

- **F1:** Growth to the north (LAA Ref: Blackwater_003); *319 homes*
- **F2:** Growth to the north-west (LAA Ref: Hartley_Wintney_022, Elvetham_Heath_001 and 003); *843 homes + new employment land*
- **F3:** Growth to the west (LAA Ref: Crookham_Village_001); *212 homes + new employment land*
- **F4:** Growth to the south (LAA Ref: Ewshot_003, 005, 006, 008, 010, and 011); *398 homes + specialist housing*

3.2.5 There is also a potential maximum growth scenario that combines all options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

Blackwater

3.2.6 There are only eight sites that fall within the Blackwater settlement catchment, all of which are smaller sites, and one of which is already committed. Due to the lack of available land supply in this area, and despite its relatively high level in the settlement hierarchy, no significant growth at Blackwater can be identified or expected at this stage.

Hook

3.2.7 There are a mix of smaller and larger sites that have been grouped within the Hook settlement catchment. These sites have the potential to deliver up to 2,353 new homes combined. Notably, one site has also been proposed for renewable energy development (Hook_010) and one site is proposed

SANG (Hook_018). Most committed sites are delivering new employment land. There are four large sites capable of delivering over 100 homes, these are Hook_006, 011, and 014, and Rotherwick_003. Smaller sites of less than 100 homes have good potential to contribute to land supply in the early part of the plan period.

3.2.8 In terms of potential growth scenarios, 3 scenarios have been identified:

- **H1:** Growth to the north-east (LAA ref: Hook_006, 012, 013 and 014, and Rotherwick_002); *796 homes*
- **H2:** Growth to the north-west (LAA ref: Rotherwick_003 and Hook_009); *1,021 homes*
- **H3:** Growth to the west (LAA ref: Hook_011 and 015); *455 homes*

3.2.9 There is also the potential to test a maximum growth scenario that combines all options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

Yateley

3.2.10 There is a mix of smaller and larger sites, which combined have the potential to deliver up to 960 new homes (as well as additional specialist housing and SANG). Notably, one site is proposed for new playing pitches (Yateley_025), one site is proposed for commercial development (Yateley_015), and one site is proposed for specialist housing only (Yateley_019). Most of the sites are smaller sites of less than 100 dwellings that could contribute to land supply early in the plan period. Larger sites with the potential to deliver more than 100 new homes include Eversley_007 and Yateley_020. Eversley_001 is also worth mention given its identified capacity for 95 new homes as well as specialist housing.

3.2.11 In terms of potential growth scenarios, 2 scenarios have been identified:

- **Y1:** Growth to the north (LAA Ref: Yateley_016 and 020); *289 homes*
- **Y2:** Growth to the west (LAA ref: Eversley_001, 003, 004, 007 and 020); *543 homes*

3.2.12 As before, there is also a potential a maximum growth scenario that combines the options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

Odiham

3.2.13 There are only 11 sites grouped within the Odiham settlement catchment, however, given proximity, it is also important to consider certain North Warnborough sites where they adjoin the settlement area north of North Warnborough Street and around Hook Road to the A287 roundabout. The included North Warnborough sites do not extend beyond Mill Lane or the A287. Combined the North Warnborough sites (which have Odiham site references and are included in the below options) and Odiham sites could deliver up to 2,004 new homes. Notably, one site is an existing Neighbourhood Development Plan allocation for 9 homes, one site is

proposed for employment development, and three sites are already committed. Larger sites with the potential to deliver more than 100 new homes include Odiham_003, 006, 007, 009, and 012.

3.2.14 In terms of potential growth scenarios, 3 scenarios have been identified:

- **O1:** Growth to the south-east (LAA ref: Odiham_005, 012 and 022); *775 homes*
- **O2:** Growth to the south-west (LAA ref Odiham_007 and 009); *777 homes*
- **O3:** Growth to the west (LAA Ref: Odiham_004 and 006); *155 homes*

3.2.15 As before, there is also a potential maximum growth scenario that combines the options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

Hartley Wintney

3.2.16 There are 16 sites identified within the Hartley Wintney settlement catchment area that combined have the potential to deliver up to 1,526 new homes. Notably, one site is committed to deliver new specialist housing and one site is proposed SANG. Most of the sites are smaller sites of less than 100 dwellings that could contribute to land supply early in the plan period. Larger sites with the potential to deliver more than 100 new homes include Hartley_Wintney_002, 007, and 008.

3.2.17 In terms of potential growth scenarios, 2 scenarios have been identified:

- **HW1:** Growth to the south-east (LAA ref: Hartley_Wintney_001 and 002); *914 homes*
- **HW2:** Growth to the west (LAA ref: Hartley_Wintney_006, 007, 008, 010, 013 and 024); *489 homes*

3.2.18 Again, there is also a potential maximum growth scenario that combines the options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

Eversley

3.2.19 Eversley encompasses Eversley Centre, Eversley Cross and Up Green, where there are a range of smaller and larger sites. Combined the sites have the potential to deliver up to 1,060 new homes. In addition, one large site (Eversley_026) has planning permission for 190 new homes and SANG in the south of the settlement area. One site is also proposed for specialist housing (Eversley_005) and another is committed SANG (Eversley_023). Most of the sites are smaller sites of less than 100 dwellings that could contribute to land supply early in the plan period. Larger sites with a capacity of 100+ homes include Eversley_006, 009, and 027.

3.2.20 In terms of potential growth scenarios, 3 scenarios have been identified:

- **E1:** Growth to the north (LAA Ref: Eversley_027 and 030); *268 homes*

- **E2:** Growth to the west (LAA Ref: Eversley_006); *237 homes*
- **E3:** Growth to the south (LAA Ref: Eversley_009); *325 homes*

3.2.21 Again, there is also a potential maximum growth scenario that combines the options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

Long Sutton

3.2.22 There are 10 sites identified within the Long Sutton settlement catchment area which combined could deliver up to 682 new homes. None of the sites are currently committed. Eight of the ten sites are small sites delivering less than 50 homes and there are two larger sites - Long_Sutton_002 and 005 - with the potential to deliver over 231 homes and 317 homes respectively.

3.2.23 In terms of potential growth scenarios, 2 scenarios have been identified:

- **LS1:** Growth to the north-east (LAA ref: Long_Sutton_005); *317 homes*
- **LS2:** Growth to the north-west (LAA ref: Long-Sutton_002); *231 homes*

3.2.24 Again, there is also a potential maximum growth scenario that combines the options identified above. Appendix A presents key findings in relation to these options at this stage. As the evidence base develops these options will be revisited, refined and formally assessed as necessary.

South Warnborough

3.2.25 There are 10 sites identified within the South Warnborough settlement catchment area which combined could deliver up to 385 new homes. Of the ten sites only one is a large site – South_Warnborough_005 which has the potential to deliver 240 of the 385 homes. The remaining nine sites are small sites delivering less than 50 homes, but these sites could contribute to land supply early in the plan period. The large site is explored further in Appendix A.

Winchfield

3.2.26 There are 23 sites identified within the Winchfield Station settlement catchment area which combined, have the potential to deliver up to 6,712 new homes. Most sites are large sites with the capacity to deliver over 100 new homes. Two sites (Winchfield_004 and 030) are proposed SANG. Given the presence of the train station at Winchfield, there is an expectation (in line with the most recent updates to national planning policy) for strategic growth in this area.

3.2.27 In terms of potential growth scenarios, 3 scenarios have been identified:

- **WS1:** Growth north-west of the M3 (LAA Ref: Hook_004, 005, 007, and 008); *2,674 homes*
- **WS2:** Growth south-east of the M3 (LAA Ref: Winchfield_003, 005, 008, 011, 012, 015, 019, 021, 028, 029, 031, 032, 033, and 034); *3,865 homes*
- **WS3:** High growth (Options 1 and 2 combined); *6,539 homes*

- 3.2.28 Appendix A provides some key findings in relation to these options at this stage. It is expected that these options will be assessed in detail as part of the alternatives assessment for the IIA Report.

Rokeham new settlement

- 3.2.29 The Rokeham site is a strategic development opportunity within the rural area of Hart. The site has the potential to deliver a new settlement, including approximately 1,500 new homes within the plan period. The site is explored further in Appendix A.

4. Next steps

4.1 Determining the preferred approach

- 4.1.1 Following consultation and a review of feedback received, the Council will finalise its preferred approach to broad spatial strategy alongside giving detailed consideration to site and options and sub-area / settlement options.

4.2 Reasonable alternatives

- 4.2.1 The key task for the IIA process will involve publishing an IIA Report for consultation alongside the Proposed Local Plan under Regulation 27 of the Local Planning Regulations that presents an assessment not only of the Proposed Plan but also reasonable alternatives. The reasonable alternatives in their totality (including the preferred option) will be referred to as 'growth scenarios' defined as alternative packages of sites for allocation (also potentially 'broad locations'; see NPPF policy HO3) or, in short, defined as alternative key diagrams (see NPPF policy S3). It is important to add that the growth scenarios could potentially vary in terms of total growth quantum.
- 4.2.2 It can also be noted that in order to arrive at reasonable alternative 'growth scenarios' there will be a need to work through a process, which could include targeted work to assess: A) refined broad spatial strategy alternatives; B) alternatives for select sub-areas / settlements; C) competing strategic site options; and/or D) alternatives for select strategic sites (e.g. alternative approaches to delivering a particular new settlement).
- 4.2.3 Finally, work could potentially be undertaken to explore alternatives in respect of policy requirements, which likely means those set district-wide, but area-specific and/or site-specific policy requirement alternatives could also feasibly be defined, assessed and consulted on. There can be particular merit to exploring key choices in respect of trade-offs between competing objectives within viability parameters, e.g. a desire to maximise affordable housing on the one hand with, on the other hand, a desire to maximise funding available to deliver infrastructure. However, there would be a need to ensure that any such appraisal work allows for meaningful conclusions to be drawn in terms of differential significant effects.
- 4.2.4 Views on the scope of reasonable alternatives are welcomed.

Appendix A – Settlement analysis

A.1 Introduction

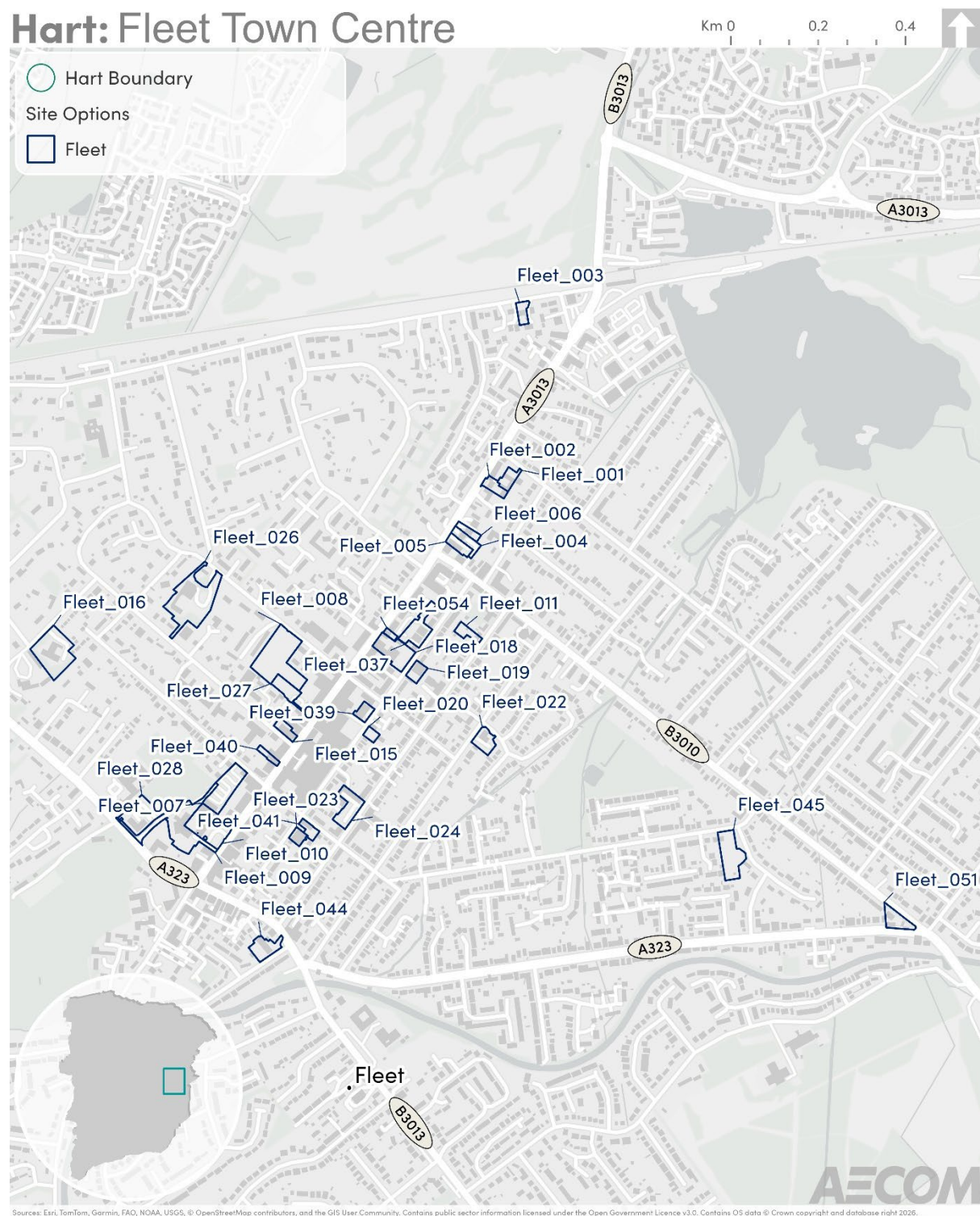
Linking to Chapter 3 in the main report, this appendix presents further detail at the settlement level for each of the settlements discussed.

A.2 Fleet (including Crookham Village)

Fleet is located in the east of Hart and is the largest settlement in the district with a population of 44,470. It is considered the district's most sustainable settlement due to its wide range of services and facilities, including employment opportunities, healthcare facilities, shops, leisure facilities, community venues, and schools. Furthermore, the settlement has strong transport links – with Fleet railway station providing regular access to London Waterloo, Portsmouth Harbour, and Basingstoke, and four bus services. Given the infrastructure present, Fleet has experienced a large level of development in recent years.

However, Fleet and its surrounding area are impacted by various environmental, heritage, infrastructure, and land-use constraints that may influence development design and delivery. This includes: flood risk, heritage assets, green infrastructure, protected trees, higher quality underlying soils, public rights of way, existing community and employment uses, and utility infrastructure. Additionally, Fleet is located within proximity to the Thames Basin Heaths Special Protection Area and is subject to its associated 400m and 5km buffer zone guidance. Other ecological and nature conservation designations include Sites of Importance for Nature Conservation (SINCs), and Sites of Special Scientific Interest (SSSI). As such, the settlement is considered an environmentally sensitive part of the Hart District, and additional development in this location could result in adverse effects pre-mitigation.

Figure A2.2: Town Centre sites



Summary for growth at Fleet

IIA topics likely to be more **positively affected** = Accessibility, climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, homes, and transport and travel.

IIA topics likely to be more **negatively affected** = Air quality and noise, biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, and water.

Key committed development sites:

- LAA Ref: Crookham Village_003 – SANG
- LAA Ref: Crookham Village_007 – 85 homes
- LAA Ref: Crookham Village_009 – 229 homes

Sites within the urban area:

There is an assumption that all available and suitable sites (as determined by the LAA) within the urban area would be progressed under any future growth scenario. This reflects the priorities of the growth strategy (particularly noting Fleet is a Tier 1 settlement), NPPF and sustainable development.

Potential options for additional future growth:

- **Option F1:** Growth to the north (LAA Ref: Blackwater_003) *319 homes*
- **Option F2:** Growth to the north-west (LAA Ref: Hartley_Wintney_022, Elvetham_Heath_001 and 003) *843 homes + new employment land*
- **Option F3:** Growth to the west (LAA Ref: Crookham_Village_001) *212 homes + new employment land*
- **Option F4:** Growth to the south (LAA Ref: Ewshot_003, 005, 006, 008, 010, and 011) *398 homes + specialist housing*

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility and Communities	Option F1	The M3 is a barrier to safe access and integration at Option F1. The bridge at Minley Road crossing the M3 provides pedestrian access but otherwise pavement provisions are fragmented.
	Options F2 and F3	These options are likely to provide the best access to the town centre, and under Option F3 the services and facilities at Church Crookham also.
Biodiversity	Options F1 and F4	These options lie notably closer to the Thames Basin Heaths SPA. Option F1 also lies very close to Foxlease and Ancells Meadows SSSI.
Climate change adaptation	Option F1 and to a lesser extent Option F2	Option F1 intersects Flood Risk Zones 2 and 3 across a large part of the site. Option F2 borders Flood Risk Zones 2 and 3 where consideration of future flood risk will be necessary.
Historic environment	Option F1	This option lies adjacent to (and thus in the setting of) the Grade II Minley Manor Registered Park and Garden and the Grade II listed Fleet Lodge.

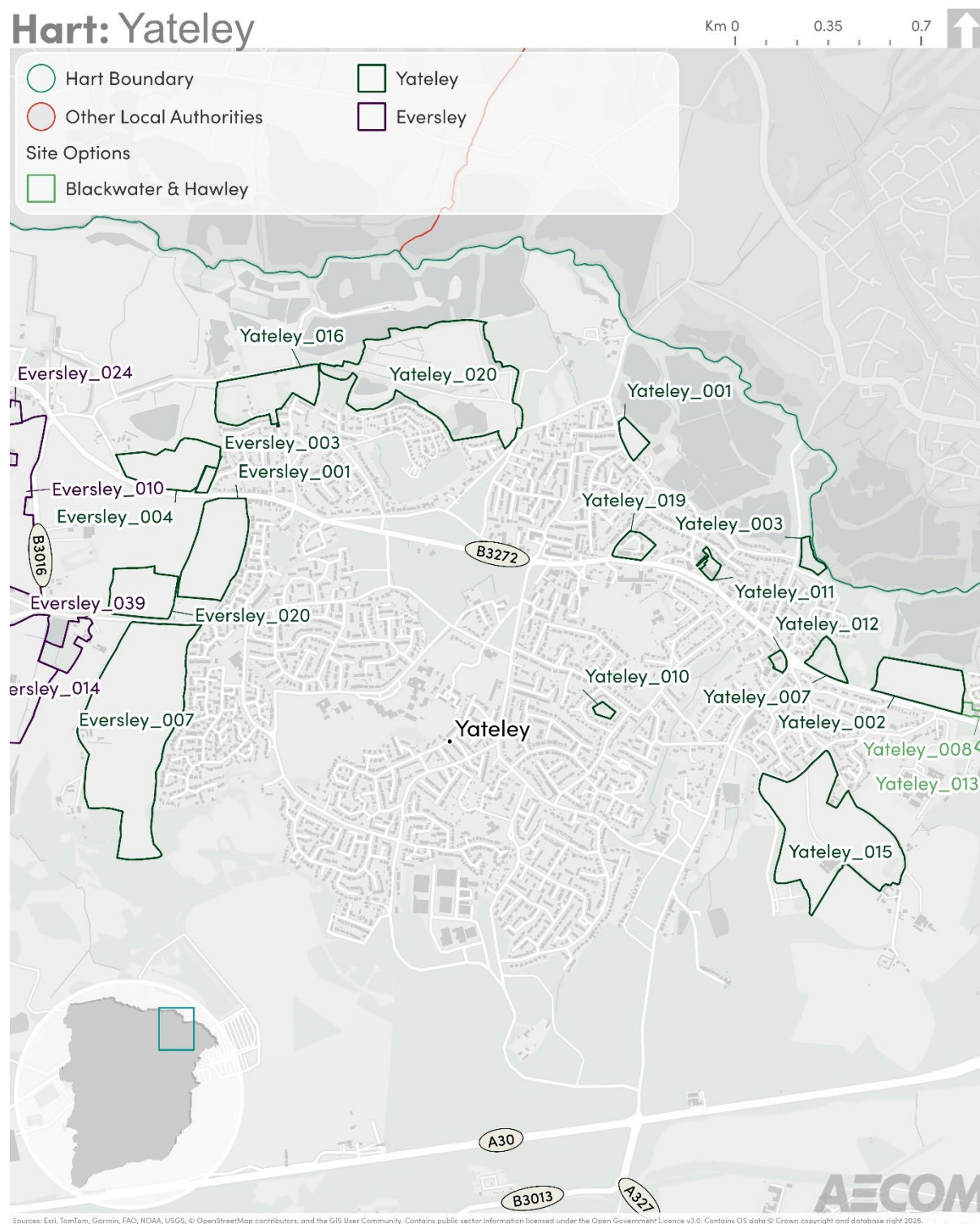
IIA topic(s)	Applicable option	Commentary
	Option F2	Development at Option F2 would entirely surround the Grade II listed Palelane Farmhouse and lie in the setting of the Grade II listed Wintney Farmhouse and Grade II* listed Wintney Farm Barn to the west of the Farmhouse.
	Option F3	Development at Option F3 would lie adjacent to the multiple listed buildings along The Street (south of the site) and encompass the Grade II listed Grove Farmhouse and Grade II listed Granary at Grove Farm.
	Option F4	Development at Option F4 would entirely surround the Grade II listed Stiller's Farmhouse and the Grade II listed Barn to the South of Stillers Farmhouse.
Transport and travel	All options	All options benefit from access to a train station at Fleet

A.3 Yateley

Yateley is located to the northeast of the Hart District and is the second largest settlement with a population of 14,180 people (Hampshire County Council population forecast, 2026). Situated close to the district boundary and within proximity to Bracknell Forest, Yateley is also considered a sustainable location – reflecting its infrastructure and services, which includes employment opportunities, supermarkets, GP and dental surgeries, pharmacies, a post office, leisure facilities and primary and secondary schools. Additionally, it has three bus services to allow for sustainable transportation access.

It is recognised that Yateley and its surrounding area also experience constraints. This includes flood risk, heritage, public rights of way, higher quality agricultural soils, utility infrastructure, and existing community facilities. Additionally, Yateley is located within proximity to the Thames Basin Heaths Special Protection Area and is subject to its associated 400m and 5km buffer zone guidance. Other ecological and nature conservation designations include Sites of Importance for Nature Conservation (SINCs) and areas identified under the Local Nature Recovery Strategy (LNRS). As such, the settlement is considered an environmentally sensitive part of the Hart district, and additional development in this location could result in adverse effects pre-mitigation.

Figure A3.1: Land availability at Yateley



Summary for growth at Yateley

IIA topics likely to be more **positively affected** = Accessibility, climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, homes, and transport and travel.

IIA topics likely to be more **negatively affected** = biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, and water.

IIA topics less likely to be affected = air quality and noise

Key committed development sites:

- LAA Ref: Yateley_025 – Sports pitches

NB: Yateley_015 is a proposed employment development site

Sites within the urban area:

There is an assumption that smaller **available** and **suitable** sites within the urban area – such as Yateley_010 – would be progressed under any future growth scenario (as determined in due course by the LAA). This reflects the priorities of the growth strategy (particularly noting that Yateley is a Tier 2 settlement), NPPF and sustainable development.

Potential options for additional future growth:

- **Option Y1:** Growth to the north (LAA Ref: Yateley_016 and 020) *289 homes*
- **Option Y2:** Growth to the west (LAA ref: Eversley_001, 003, 004, 007 and 020) *543 homes*

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility and communities	Both	Both options are well located to Sandhurst and Blackwater Rail Stations.
Biodiversity	Option Y2	Eversley_007 is adjacent to Castle Bottom to Yately and Hawley Commons SSSI and in proximity to the Thames Basin Heaths SPA.
Historic environment	Option Y2	Eversley_007 contains Grade II listed building 'Firgrove Farmhouse' and is adjacent to Grade II listed 'Firgrove Farm Cottage' and Grade II* listed 'Firgrove House'. Eversley_020 is also adjacent to Grade II listed 'Firgrove Farm Cottage'.
Climate change adaptation	Option Y1	Yateley_016 overlaps with areas within Flood Zone 2 and 3. In addition, Yateley_020 lies adjacent to a large area within Flood Zone 3 to the north.
	Option Y2	Eversley_001, 004 and 007 lie adjacent to an area within Flood Zone 2 /3 to the east associated with the Gatsby Stream.
Water	Option Y1	The sites in this option are in proximity to the Blackwater (Hawley to Whitewater confluence at Bramshill) watercourse to the north, which has a moderate ecological status. Therefore, development under this option has the potential to impact the ecological status of this waterbody through diffuse pollution.

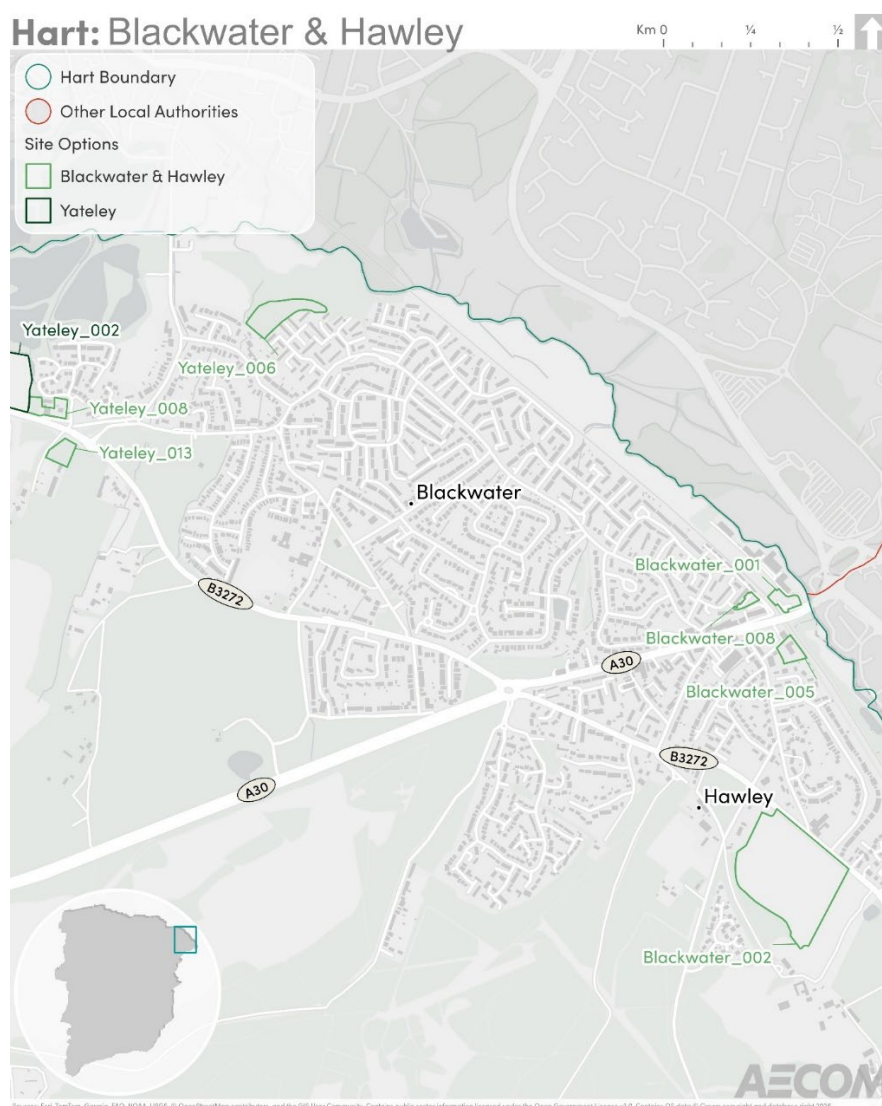
A.4 Blackwater & Hawley

Blackwater is located in the northeast of the district and is the fourth largest settlement with a population of 9,590. It is a primary service centre with many attributes that contribute to its sustainability performance. Blackwater railway station is considered a well-connected train station and there are several local bus services. The settlement contains a range of services and facilities including employment opportunities, supermarkets, GP and dental surgeries, pharmacies, leisure facilities and primary schools. A secondary school in Farnborough is also near to the settlement boundary.

The area is subject to a variety of constraints that may impact the suitability of individual sites for development. Constraints include the Thames Basin Heaths SPA and its 400m and 5km buffer zones, areas at high risk of flooding, heritage assets, biodiversity assets (including SSSIs, SINCS, and LNRs), and 'best and most versatile' agricultural land.

All available sites in Blackwater & Hawley are small sites (of less than 100 new dwellings) and there are no strategic choices to be made here – see Figure A4.1. The progression of smaller sites will be determined by the LAA.

Figure A4.1: Land availability at Blackwater & Hawley



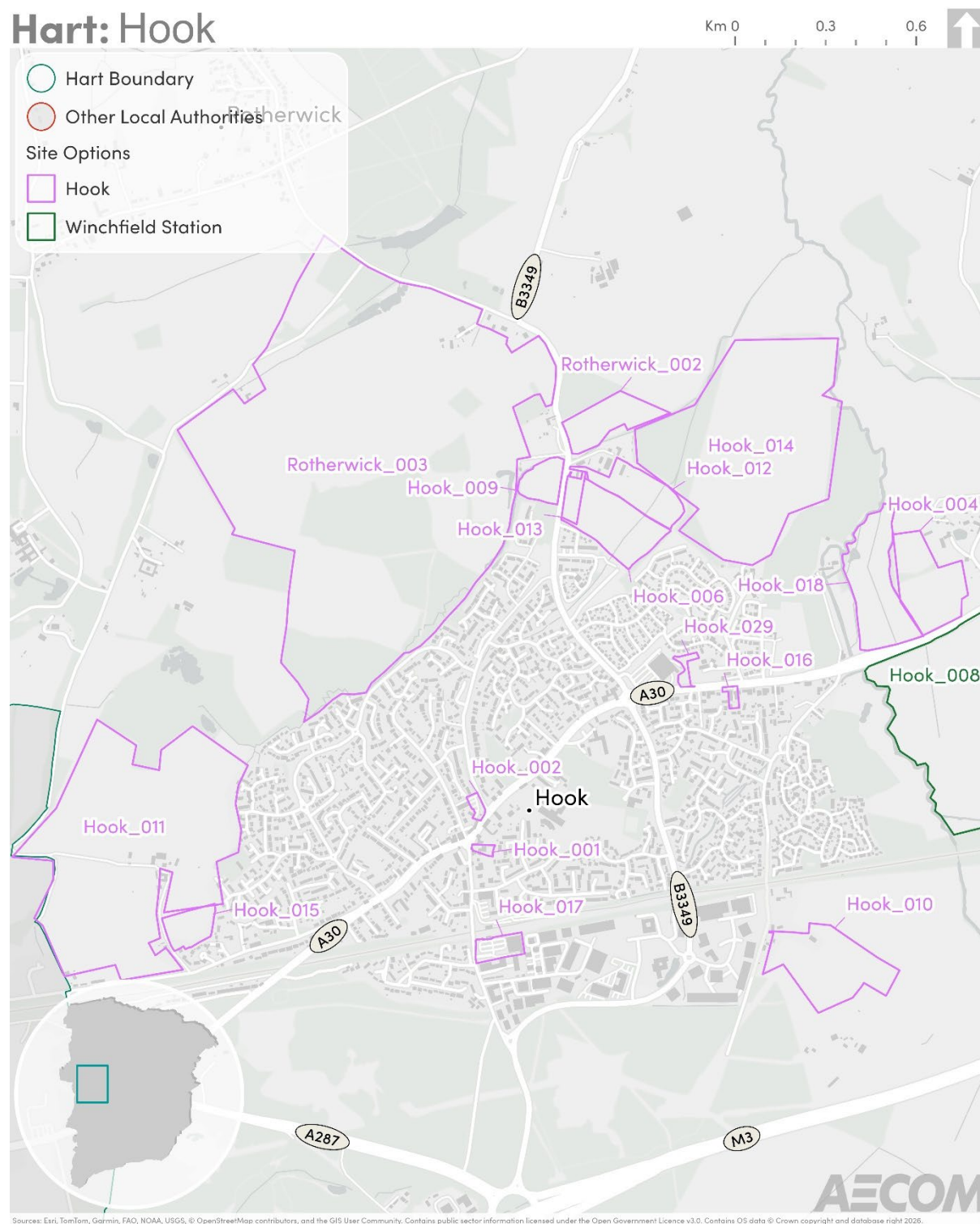
A.5 Hook

Hook is located on the western edge of Hart and is the district's third largest settlement - with a population of 9,880. It is also identified as a sustainable location within the district, reflecting its range of facilities – which include employment opportunities, supermarkets, healthcare services, a post office, leisure facilities, and a primary school. Additionally, Hook train station provides for regular journeys to Basingstoke, London Waterloo, Portsmouth Harbour, and Southampton Central stations – and there are two bus services that travel through Hook.

Hook and its surrounding area have a number of constraints, and as such development in the area could result in impacts to the natural and built environment, as well as the local community. Such constraints include flood risk and water environment issues; heritage assets and archaeological areas; biodiversity and green infrastructure designations; protected trees; community facilities, employment land, open space and recreation areas; Common Land; settlement gaps designated through neighbourhood plans; agricultural land quality; water supply constraints; public rights of way; and utilities infrastructure. It is also noted that the area is within proximity to the Thames Basin Heaths SPA and is subject to the associated buffer zones.

It is recognised that Winchfield station to the east of Hook is being assessed as a potential location for a new settlement. As such, development in Hook could lead to a level of coalescence with the new settlement if it were to come forward. See Winchfield Station for more detail.

Figure A5.1: Land availability at Hook



Summary for growth at Hook

IIA topics likely to be more **positively affected** = Accessibility, climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, homes, and transport and travel.

IIA topics likely to be more **negatively affected** = biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, and water.

IIA topics less likely to be affected = air quality and noise

Key committed development sites:

- LAA Ref: Hook_019 – employment development
- LAA Ref: Hook_024 – employment development
- LAA Ref: Hook_025 – 44 homes
- LAA Ref: Hook_027 – employment development
- LAA Ref: Hook_028 – employment development

NB: Hook_010 is a proposed site for renewable energy development and Hook_018 is proposed SANG.

Sites within the urban area:

There is an assumption that smaller **available** and **suitable** sites within the urban area – such as Hook_002 – would be progressed under any future growth scenario (as determined by the LAA). This reflects the priorities of the growth strategy (particularly noting that Hook is a Tier 2 settlement), NPPF and sustainable development.

Potential options for additional future growth:

- **Option H1:** Growth to the north-east (LAA ref: Hook_006, 012, 013 and 014, and Rotherwick_002) *796 homes*
- **Option H2:** Growth to the north-west (LAA ref: Rotherwick_003 and Hook_009) *1,021 homes*
- **Option H3:** Growth to the west (LAA ref: Hook_011 and 015) *455 homes*

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Climate change adaptation	Option H1	The northern, eastern and western boundaries of Hook_14 are adjacent to areas within Flood Zone 2 / 3 associated with the River Whitewater and its confluences. Rotherwick_002 is also adjacent to this watercourse.
	Option H2	The southeastern boundary of Rotherwick_003 is adjacent to an area within Flood Zone 2 / 3 associated with Great Sheldons Stream.
	Option H3	The northern boundary of Hook_011 is adjacent to an area within Flood Zone 2 / 3 associated with Great Sheldons Stream.
Historic environment	Option H1	Rotherwick_002 is in proximity to Grade II listed buildings 'Hadley Dene House' and 'Kilns at Hadley Dene House'.

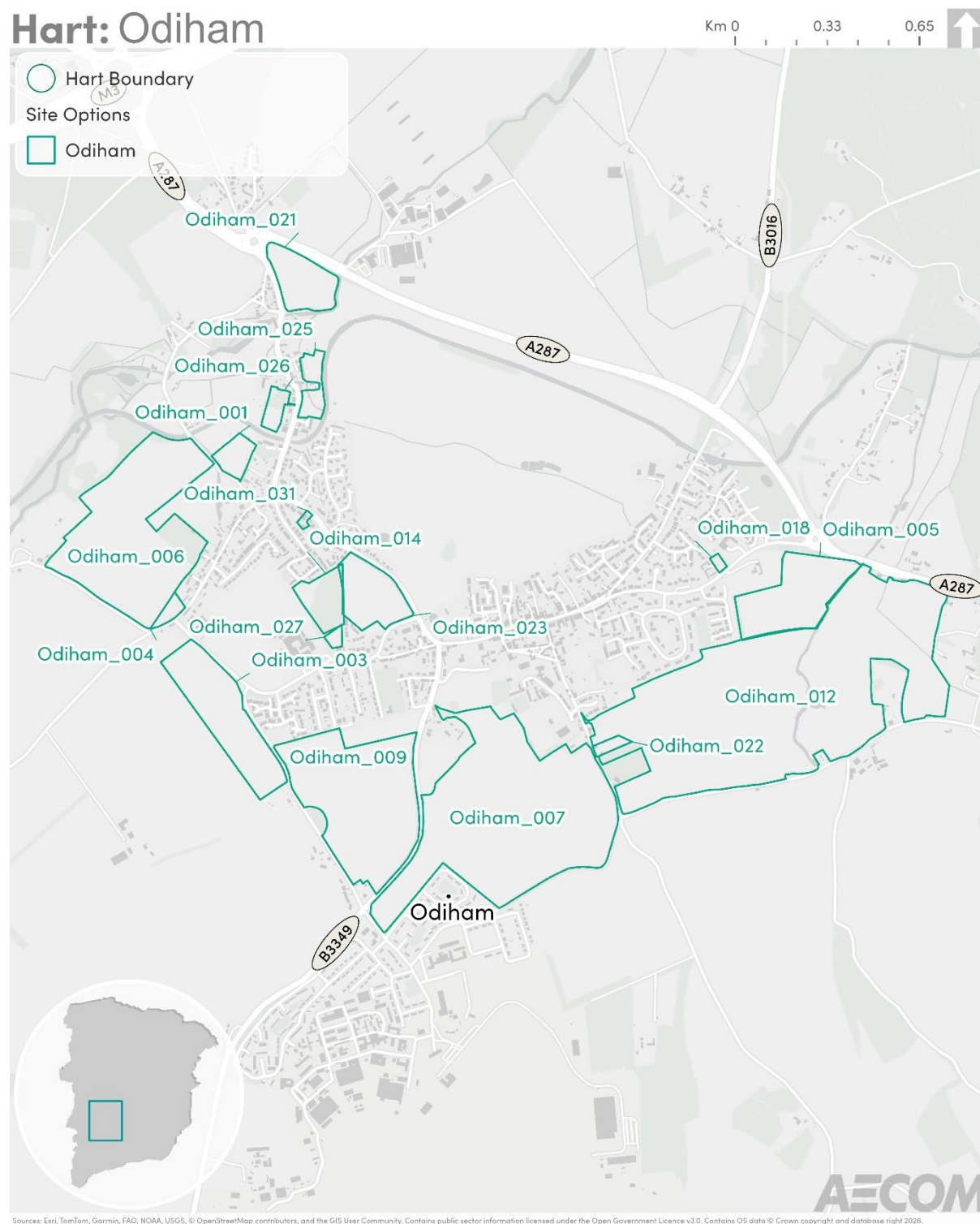
IIA topic(s)	Applicable option	Commentary
	Option H2	Rotherwick_003 overlaps with Grade II listed building 'Whitehouse Farm, Granary' and Grade II* listed park and garden 'Tylney Hall'. It is also adjacent to Grade II listed 'Runten's Farmhouse', 'Coachman's Cottage', and 'Barn at Runten's Farm to north west of Farmhouse'. It is likely to impact the setting of several other listed buildings too. Hook_009 is in proximity to Grade II listed buildings 'Hadley Dene House' and 'Kilns at Hadley Dene House'.
	Option H3	Hook_011 is adjacent to Grade II* listed park and garden 'Tylney Hall' and Grade II listed building 'West Lodge and Gate Piers'.
Landscape	Option H2	Rotherwick_003 is a large site which would significantly extend the built footprint of Hook to the north. As such, this option is likely to lead to adverse impacts on landscape and townscape character in this location.
Transport and travel	All options	All options benefit from access to a train station at Hook
Water	Option H1	Hook_14 is in proximity to the Whitewater watercourse to the east, which has a poor ecological status.

A.6 Odiham

Odiham is a historic village located between Fleet and Basingstoke, with a population of 2,470. It benefits from a range of services and facilities that support its sustainability, although it is considered less sustainable than Fleet, Yateley, Blackwater and Hook. The village is served by two bus routes and provides access to employment opportunities, a primary school, a supermarket, a GP surgery, dental facilities, a post office, a pharmacy, leisure facilities, a community hall, and access to secondary education.

The area is subject to a range of environmental, heritage, and infrastructure constraints that may affect the suitability of sites for development. These include the Thames Basin Heaths Special Protection Area 5-7 km buffer zone; flood risk and water environment constraints; heritage assets and areas of archaeological interest; biodiversity designations (including SSSIs and LNRs); green infrastructure; high-quality agricultural soils; and public rights of way. It is noted that Odiham and its surrounding area are impacted by South East Water areas identified as facing a potential water supply-demand deficit, and as such there are concerns over whether future demand could exceed the sustainable supply without the provision of new infrastructure to deliver an increase in water supply.

Figure A6.1: Land availability at Odiham



Summary for growth at Odiham

IIA topics likely to be more **positively affected** = Climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, and homes.

IIA topics likely to be more **negatively affected** = accessibility, air quality and noise, biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, water, and transport and travel.

IIA topics less likely to be affected = none

Key committed development sites:

- LAA Ref: Odiham_29 – 30 homes + specialist housing

NB: Odiham_027 is an existing Neighbourhood Development Plan allocation for 9 homes

Sites within the urban area:

There is an assumption that smaller **available** and **suitable** sites within the urban area – such as Odiham_018 – would be progressed under any future growth scenario (as determined by the LAA). This reflects the priorities of the growth strategy (particularly noting that Odiham is a Tier 3 settlement), NPPF and sustainable development.

Potential options for additional future growth:

- **Option O1:** Growth to the south-east (LAA ref: Odiham_005, 012 and 022) 775 homes
- **Option O2:** Growth to the south-west (LAA ref Odiham_007 and 009) 777 homes
- **Option O3:** Growth to the west (LAA Ref: Odiham_004 and 006) 155 homes

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility	All options	Odiham is not well connected by public transport and therefore residents who do not have a car will be limited in terms of access to services and facilities and employment opportunities.
Biodiversity	Option O3	Odiham_006 is adjacent to Greywell Fen SSSI.
Climate change adaptation	Option O1	The northeastern extent of Odiham_012 overlaps with an area within Flood Zone 2 / 3.
Historic environment	Option O1	Odiham_005 is adjacent to a cluster of three Grade II listed buildings: 'Hatchwood House'; 'Stable Block at Hatchwood'; and 'Barn at Hatchwood to south west of house'. Odiham_012 is adjacent to Grade II listed 'Fisher's Cottage' and 'Kiss Cottage'. In addition, given the site's size, it also has potential to affect the setting of listed buildings in Odiham.
	Option O2	Odiham_007 and 009 are near Grade II listed buildings 'Chalk Pit Cottages' and 'Hill view including adjoining arch to south'.

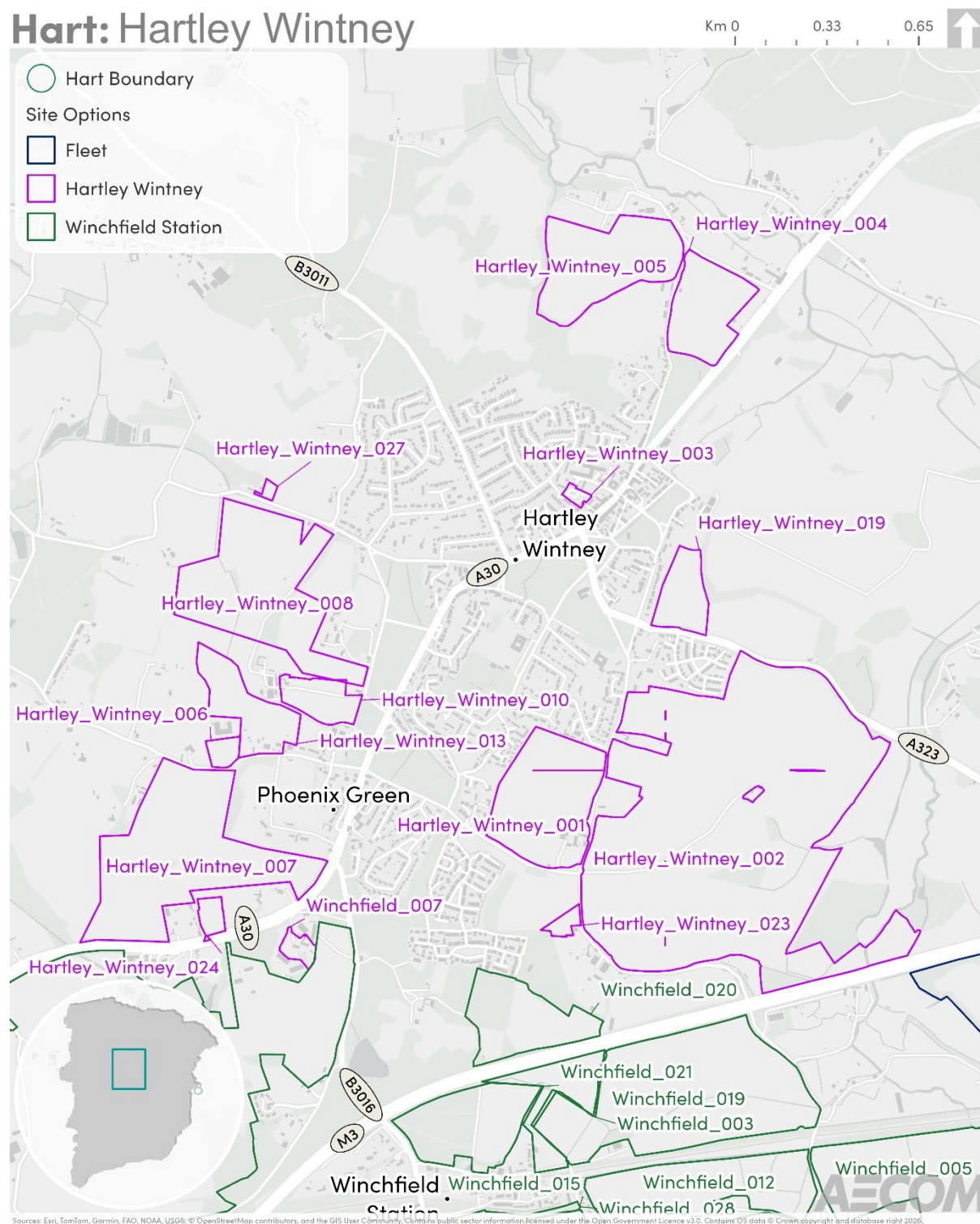
IIA topic(s)	Applicable option	Commentary
		Odiham_007 also has potential to affect the setting of listed buildings in Odiham.
	Option O3	Odiham_004 and 006 have potential to affect the setting of listed buildings along North Warnborough Street in Odiham.
Landscape	Option O1	Odiham_012 is a relatively large site which would extend the built footprint of Odiham to the southeast. As such, this option is likely to lead to adverse impacts on landscape and village character in this location.

A.7 Hartley Wintney

Hartley Wintney is a historic village in the centre of the district with a population of 5,140. It benefits from a range of services and facilities that support its sustainability including employment opportunities, a supermarket, GP and dental surgeries, pharmacy, post office, leisure facilities and a primary school. The settlement is served with a limited bus service.

The area is subject to a range of environmental, heritage, and infrastructure constraints that may affect the suitability of sites for development. These include the Thames Basin Heaths Special Protection Area 400m and 5km buffer zones, flood risk constraints, heritage assets and areas of archaeological interest, biodiversity designations (including SINC and LNRS), TPOs, 'best and most versatile' agricultural land, Public Rights of Way, safeguarded mineral resources, and water supply constraints (areas identified as facing a supply-demand deficit).

Figure A7.1: Land availability at Hartley Wintney



Summary for growth at Hartley Wintney

IIA topics likely to be more **positively affected** = Climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, and homes.

IIA topics likely to be more **negatively affected** = accessibility, air quality and noise, biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, water, and transport and travel.

IIA topics less likely to be affected = none

Key committed development sites:

- LAA Ref: Hartley_Wintney_026 – specialist housing

NB: Hartley_Wintney_005 is proposed SANG

Sites within the urban area:

There is an assumption that smaller **available** and **suitable** sites within the urban area – such as Hartley_Wintney_003 – would be progressed under any future growth scenario (as determined by the LAA). This reflects the priorities of the growth strategy (particularly noting that Hartley Wintney is a Tier 3 settlement), NPPF and sustainable development.

Potential options for additional future growth:

- **Option HW1:** Growth to the south-east (LAA ref: Hartley_Wintney_001 and 002) *914 homes*
- **Option HW2:** Growth to the west (LAA ref: Hartley_Wintney_006, 007, 008, 010, 013 and 024) *489 homes*

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility	All options	Hartley Wintney is not well connected by public transport and therefore residents who do not have a car will be limited in terms of access to services and facilities and employment opportunities.
Air quality and noise	Option HW1	Hartley_Wintney_002 is a large site adjacent to the M3, and as such there are likely to be some adverse impacts on air quality and noise.
Climate change adaptation	Option HW1	The eastern boundary of Hartley_Wintney_002 is adjacent to an area covered by Flood Zone 2 / 3.
Historic environment	Option HW1	Hartley_Wintney_001 includes a cluster of six Grade II listed buildings at Church House Farm. It is also adjacent to Grade II* listed 'Church of St Mary' on the other side of Church Lane. Hartley_Wintney_002 is adjacent to Grade II listed park and garden 'Elvetham Hall' and Grade II and II* listed buildings within this designation. It is also adjacent to Grade II* listed 'Church of St Mary' and a cluster of Grade II listed buildings at Church House Farm on Church Lane and Taplin's Farm on Taplin's Farm Lane.

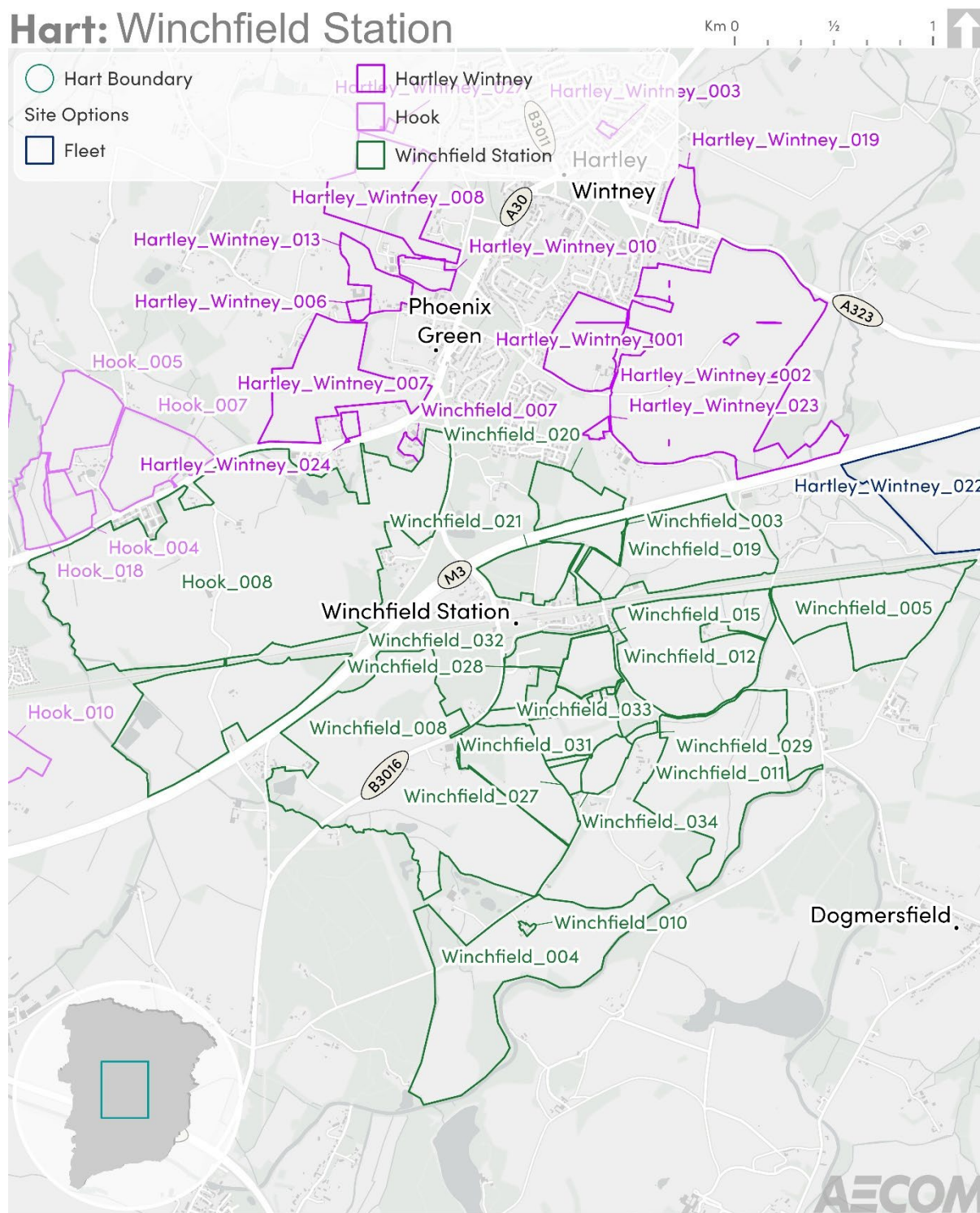
IIA topic(s)	Applicable option	Commentary
	Option HW2	Hartley_Wintney_006 is adjacent to two Grade II listed buildings, as is Hartley_Wintney_007, whilst Hartley_Wintney_010 is adjacent to one. Hartley_Wintney_013 contains two Grade II listed buildings: 'Thackhams Cottage including barn' and 'Thackhams'.
Landscape	Option HW1	Hartley_Wintney_002 is a large site which would extend the built footprint of Hartley Wintney to the southeast. As such, this option is likely to lead to adverse impacts on landscape and village character in this location.

A.8 Winchfield Station

Whilst the Winchfield Station settlement catchment area is one of the district's smallest settlements (containing just 150 people) the train station provides a high level of connectivity. Despite this, there are limited services and facilities to support growth. The presence of the train station means that Winchfield, in line with national planning policy, will be a focus for strategic growth.

The area is subject to a variety of constraints that may impact the suitability of individual sites for development. Constraints include the Thames Basin Heaths SPA 5mk buffer zones, heritage assets, flood risk, biodiversity assets (including SSSIs, SINC's and LNRS), Ancient Woodland, TPOs, Public Rights of Way, high-quality agricultural land, land identified as part of the Phoenix Green Flood Alleviation Area, open spaces and utilities infrastructure.

Figure A8.1: Land availability at Winchfield Station



Summary for growth at Winchfield Station

IIA topics likely to be more **positively affected** = Accessibility, climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, homes, and transport and travel.

IIA topics likely to be more **negatively affected** = biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, and water.

IIA topics less likely to be affected = air quality and noise

Potential options for additional future growth:

- **Option WS1:** Growth north-west of the M3 (LAA Ref: Hook_004, 005, 007, and 008) *2,674 homes*
- **Option WS2:** Growth south-east of the M3 (LAA Ref: Winchfield_003, 005, 008, 011, 012, 015, 019, 021, 028, 029, 031, 032, 033, and 034) *3,865 homes*
- **Option WS3:** High growth (Options 1 and 2 combined) *6,539 homes*

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility	Option WS1	Growth under this option benefits from its proximity to both Phoenix Green and Winchfield (including the rail station). The scale of growth proposed through this option would likely be accompanied by new transport infrastructure, including active travel and public transport, linking it to Phoenix Green.
	Option WS2	Growth under this option would benefit from its proximity to Winchfield rail station. In addition, the scale of growth proposed would likely be accompanied by significant new transport infrastructure, including active travel and public transport.
	Option WS3	Growth under this option would likely lead to significant new transport infrastructure being delivered. This could include significant active travel and public transport infrastructure linking new development areas to existing services and facilities and Winchfield rail station. This will likely provide access to employment opportunities and educational facilities further afield.
Biodiversity	Option WS2	Winchfield_004 and 008 overlap with Odiham Common with Bagwell Green and Shaw SSSI. More broadly, the level of growth proposed through this option could adversely impact ecological networks in this location, although it is recognised that BNG requirement will mitigate this risk to some degree.
	Option WS3	As above.
Climate change adaptation	Option WS2	Winchfield_004 and 008 overlap with an area of Flood Zone 2 / 3 associated with the Portbridge Brook.

IIA topic(s)	Applicable option	Commentary
	Option WS3	As above.
Historic environment	Option WS1	Hook_008 has the potential to impact the setting of several Grade II listed buildings, including 'Murrell'; 'Milestone at NGR 750553'; 'North Lodge to Winchfield House'; and 'Milestone at NGR 759547'.
	Option WS2	There are several Grade II listed buildings which would be impacted by growth through this option. This is in addition to Grade I listed 'Church of St Mary' which would be enveloped by development under this option. Growth under this option would also likely impact the setting of Grade II listed park and garden 'Dogsmersfield Park' to the southeast.
	Option WS3	As noted under Options WS1 and WS2 but exemplified through the scale of growth proposed under this option.
Landscape	Option WS1	Hook_008 would contribute to the coalescence of Winchfield Station and Phoenix Green. In doing so it would likely lead to adverse impacts on village character in this location, as well as landscape character.
	Option WS2	Growth through this option would result in the significant expansion of Winchfield Station, with adverse impacts on village and landscape character anticipated.
	Option WS3	As noted under Options WS1 and WS2 but exemplified through the scale of growth proposed under this option.
Transport and movement	Option WS1	The scale of growth proposed through this option would likely be accompanied by new transport infrastructure, including active travel and public transport, linking it to Phoenix Green.
	Option WS2	Growth under this option would benefit from its proximity to Winchfield rail station. In addition, the scale of growth proposed would likely be accompanied by significant new transport infrastructure, including active travel and public transport.
	Option WS3	Growth under this option would likely lead to significant new transport infrastructure being delivered. This could include significant active travel and public transport infrastructure linking new development areas to existing services and facilities and Winchfield rail station. However, it is also noted that the level of growth proposed under this option could worsen traffic and congestion in this location.
Water	Option WS1	Hook_008 is adjacent to the Whitewater watercourse, which has a poor ecological status. As such, development under this option could exacerbate existing water quality issues in this location, particularly through diffuse pollution.
	Option WS2	Several sites under this option either intersect with, or are adjacent to, the Whitewater

IIA topic(s)	Applicable option	Commentary
		watercourse, which has a poor ecological status. As such, development under this option could exacerbate existing water quality issues in this location, particularly through diffuse pollution.
	Option WS3	As noted under Options WS1 and WS2 but exemplified through the scale of growth proposed under this option.

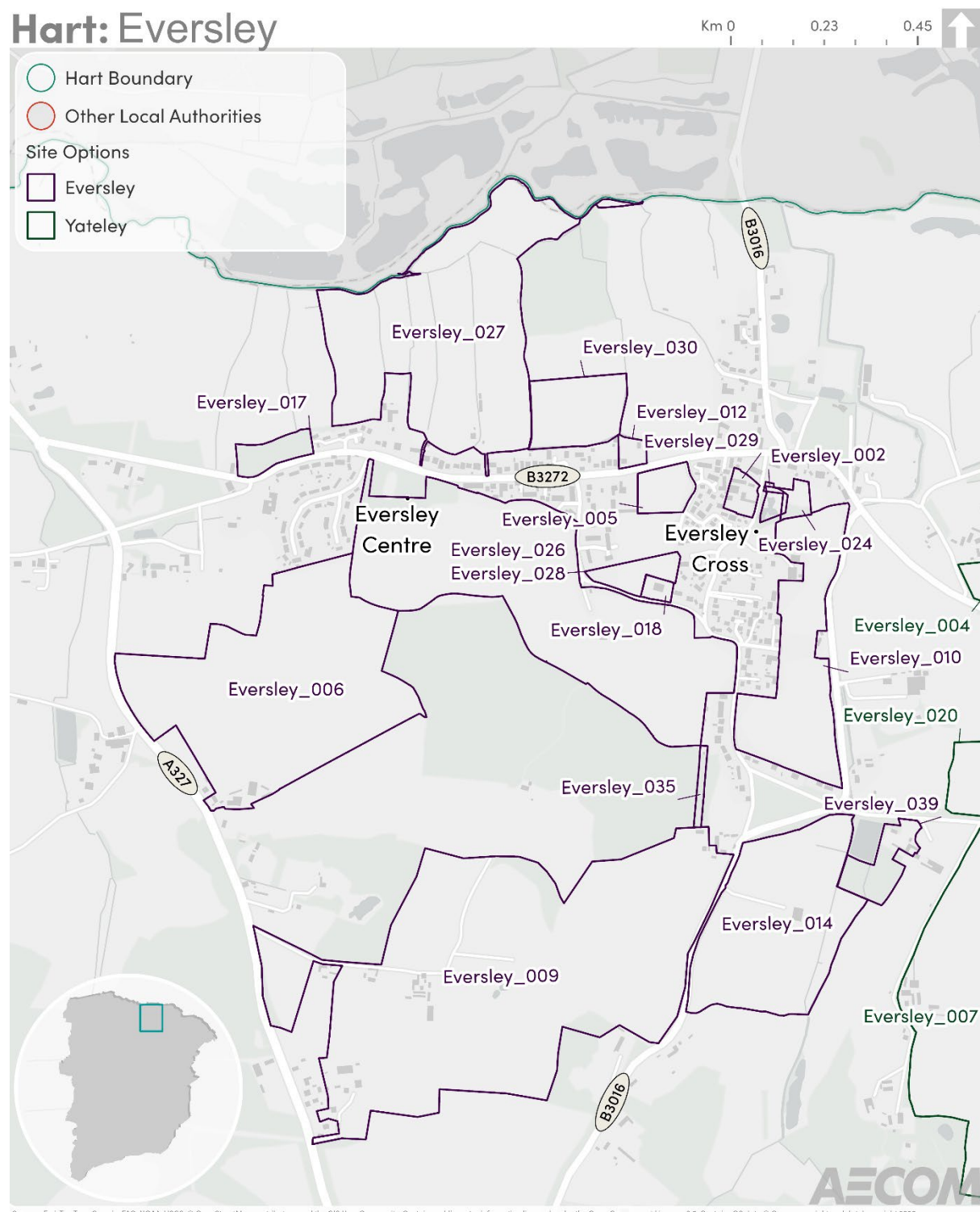
A.9 Eversley

Eversley encompasses Eversley Centre, Eversley Cross and Up Green. Eversley Centre has a population of 410, and Eversley Cross and Up Green has a population of 450.

Given its size, the settlement area has limited services and facilities – infrastructure includes a community hall, a primary school, local businesses and employment land, gym/ leisure facility, and an infrequent bus service. Given this, it is considered less sustainable than the larger settlements in the district. However, growth in the area may be appropriate to help deliver development to meet local needs – which could include supporting new or enhancements to existing community infrastructure.

The area is affected by a range of environmental, heritage, and land-use constraints that may influence development potential. These include the Thames Basin Heaths SPA 400m and 5km buffer zones; flood risk and watercourse constraints; heritage assets; biodiversity designations (including SINC's and LNRS areas) and Ancient Woodland; Tree Preservation Orders; high-quality agricultural soils; public rights of way; utilities infrastructure; designated Village Greens and open space, and land safeguarded for minerals and waste.

Figure A9.1: Land availability at Eversley



Summary for growth at Eversley

IIA topics likely to be more **positively affected** = Climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, and homes.

IIA topics likely to be more **negatively affected** = accessibility, air quality and noise, biodiversity, climate change adaptation (including flood risk), historic environment, landscape, soils and natural resources, water, and transport and travel.

Key committed development sites:

- LAA Ref: Eversley_023 – SANG

NB: Eversley_005 is proposed for specialist housing delivery only

Sites within the urban area:

There is an assumption that the progression of any smaller **available** and **suitable** sites would be determined by the LAA.

Potential options for additional future growth:

- **Option E1:** Growth to the north (LAA Ref: Eversley_027 and 030) *268 homes*
- **Option E2:** Growth to the west (LAA Ref: Eversley_006) *237 homes*
- **Option E3:** Growth to the south (LAA Ref: Eversley_009) *325 homes*

Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility	All options	Hartley Wintney is not well connected by public transport and therefore residents who do not have a car will be limited in terms of access to services and facilities and employment opportunities.
Biodiversity	Option E3	Eversley_009 is adjacent to Castle Bottom to Yateley and Hawley Commons SSSI. It is also in proximity to the Thames Basin Heaths SPA.
Climate change adaptation	Option E1	The northern extent of Eversley_027 intersects with an area of Flood Zone 2 / 3 associated with the Blackwater River.
Historic environment	Option E2	Eversley_006 is in proximity to a cluster of listed buildings at the Old Manor, including Grade I listed 'Church of St Mary' and Grade II* listed 'The Old Rectory'. It is also adjacent to Grade II listed 'Brick House'.
Landscape	Option E1	Eversley_027 is a large site, and whilst the entire of its southern boundary is connected to the existing settlement boundary, there is still potential for development in this location to have an adverse impact on landscape and village character in this location.
	Option E2	Eversley_006 is a large site only connected to the existing settlement boundary along a small section of its northern boundary and is therefore likely to have an adverse impact on landscape and village character in this location.
	Option E3	Eversley_009 is a large site in the open countryside, disconnected from the existing

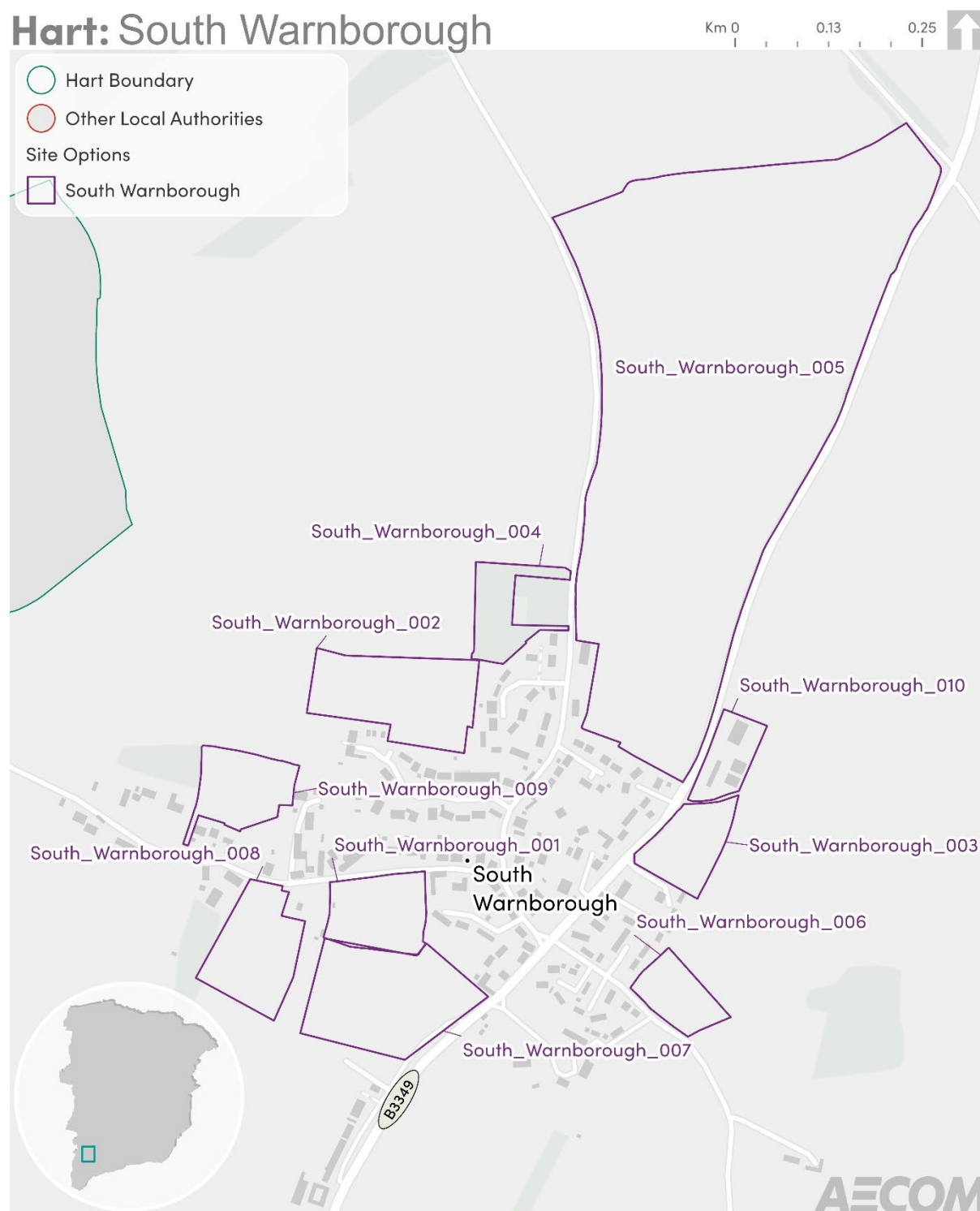
IIA topic(s)	Applicable option	Commentary
		settlement boundary, and is therefore likely to have an adverse impact on landscape character in this location.
Water	Option E1	Eversley_027 is in proximity to the Blackwater (Hawley to Whitewater confluence at Bramshill) watercourse to the north, which has a moderate ecological status.

A.10 South Warnborough

South Warnborough is a small rural village in the southwest of Hart, with a population of 390. Given its size, it has limited local facilities – which include a post office, a community / village hall, and an hourly bus service. As such, the local population rely on nearby settlements for access to a wider range of services and facilities. Given that there is limited infrastructure in South Warnborough to support an increase in population, it is considered that development should only come forward in the area where it could contribute towards retaining, improving, expanding or making more efficient use of local infrastructure.

A range of constraints may affect the suitability of sites for development. These include heritage considerations and areas of archaeological interest; flood risk; tree preservation orders; high quality agricultural land; public rights of way; and utilities infrastructure. It is noted that South Warnborough and its surrounding area are impacted by South East Water areas identified as facing a potential water supply-demand deficit, and as such there are concerns over whether future demand could exceed the sustainable supply without the provision of new infrastructure to deliver an increase in water supply.

Figure A10.1: South Warnborough Strategic Site (LAA Ref: South_Warnborough_005 (240 homes))



Summary for growth at the South Warnborough Strategic Site

IIA topics likely to be more **positively affected** = Biodiversity, health and wellbeing, and homes.

IIA topics likely to be more **negatively affected** = Accessibility, air quality and noise, climate change mitigation, communities, equality, diversity and inclusion, soils and natural resources, transport and travel, and water.

IIA topics less likely to be affected = Climate change adaptation (predominantly flood risk), historic environment (limited designations affecting the site), landscape (no significant designations affecting the site), and economy and employment.

Key points to consider:

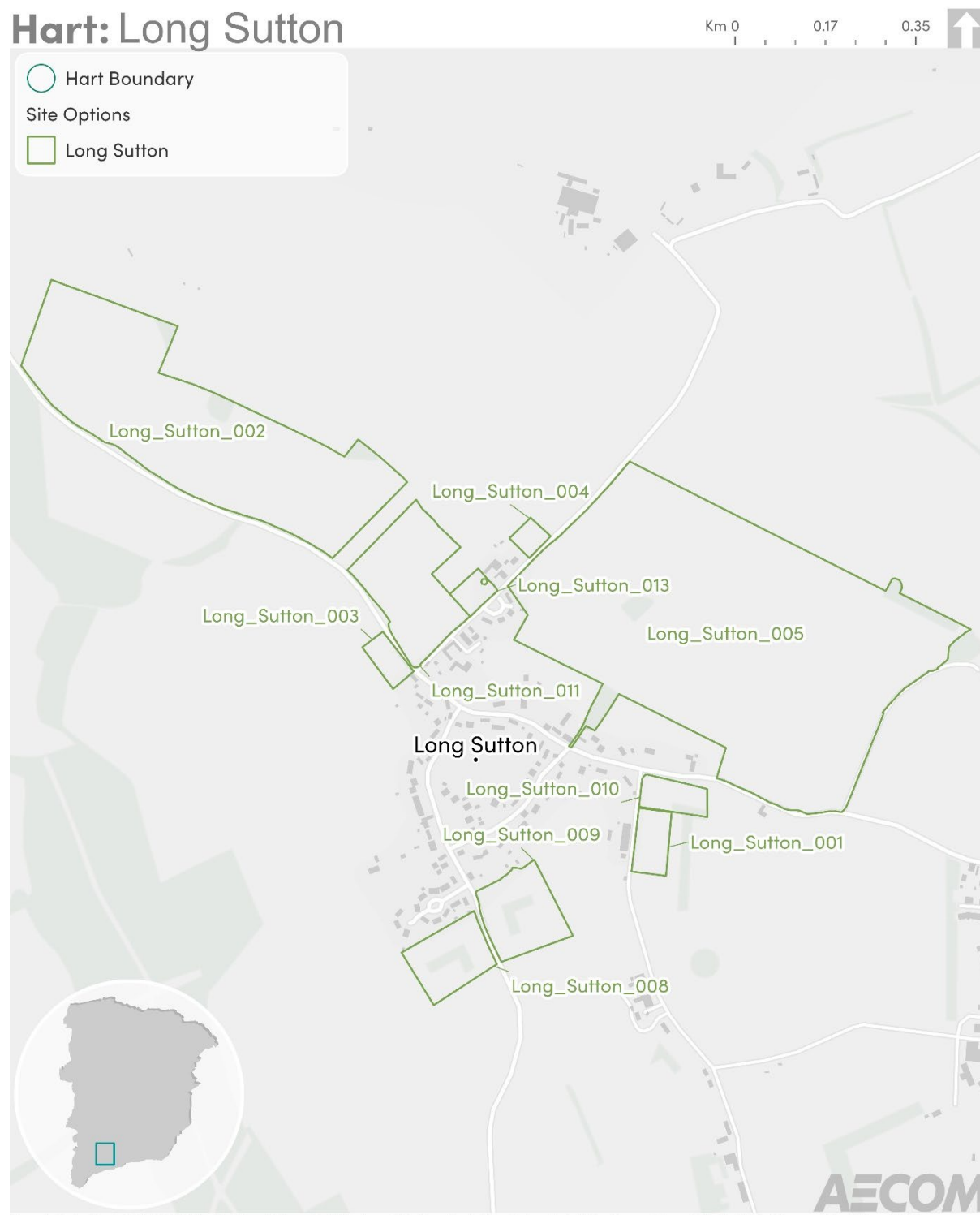
IIA topic(s)	Commentary
Accessibility	There are a limited range of existing local employment opportunities, services and facilities to support additional growth and it is uncertain whether the scale of development proposed at the site could deliver significant improvements in this respect.
Air quality and noise	Given the limited public transport connections and local employment opportunities, services and facilities, there is an expectation that new residents would rely on private vehicles and increase traffic on the B3349 connecting with Odiham. This is likely to decrease air quality in this area.
Communities & Equality, diversity and inclusion.	The scale of growth proposed at the site could near double the existing population at South Warnborough and create a more linear settlement. This could affect integration, inclusion and settlement identity.
Transport and travel	There are limited public transport connections to support additional growth. Residents without access to a car may be disproportionately affected.

A.11 Long Sutton

Long Sutton is a small rural village in the southwest of Hart District with a population of 250. The village has a primary school, leisure facilities, a community / village hall, and an hourly bus service. Residents depend on nearby settlements for a wider range of shops, employment opportunities, healthcare services, and other everyday needs. As such, it is considered to have a lower level of sustainability when compared to other settlements in Hart; given this, development should only come forward in the area where it could contribute towards retaining, improving, expanding or making more efficient use of local infrastructure.

Long Sutton experiences a range of constraints which may affect the suitability of the settlement for development. This includes flood risk; green infrastructure; heritage assets and archaeological remains; higher quality agricultural land; and tree preservation orders. It is noted that Long Sutton and its surrounding area are impacted by South East Water areas identified as facing a potential water supply-demand deficit, and as such there are concerns over whether future demand could exceed the sustainable supply without the provision of new infrastructure to deliver an increase in water supply.

Figure A11.1: Land availability at Long Sutton



Summary for growth at Long Sutton

IIA topics likely to be more **positively affected** = Climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, and homes.

IIA topics likely to be more **negatively affected** = accessibility, air quality and noise, historic environment, landscape, soils and natural resources, and transport and travel.

IIA topics less likely to be affected = biodiversity, climate change adaptation (including flood risk), and water

Key committed development sites: N/A

Sites within the urban area:

There is an assumption that the progression of any smaller **available** and **suitable** sites would be determined by the LAA.

Potential options for additional future growth:

- **Option LS1:** Growth to the north-east (LAA ref: Long_Sutton_005)
- **Option LS2:** Growth to the north-west (LAA ref: Long-Sutton_002)

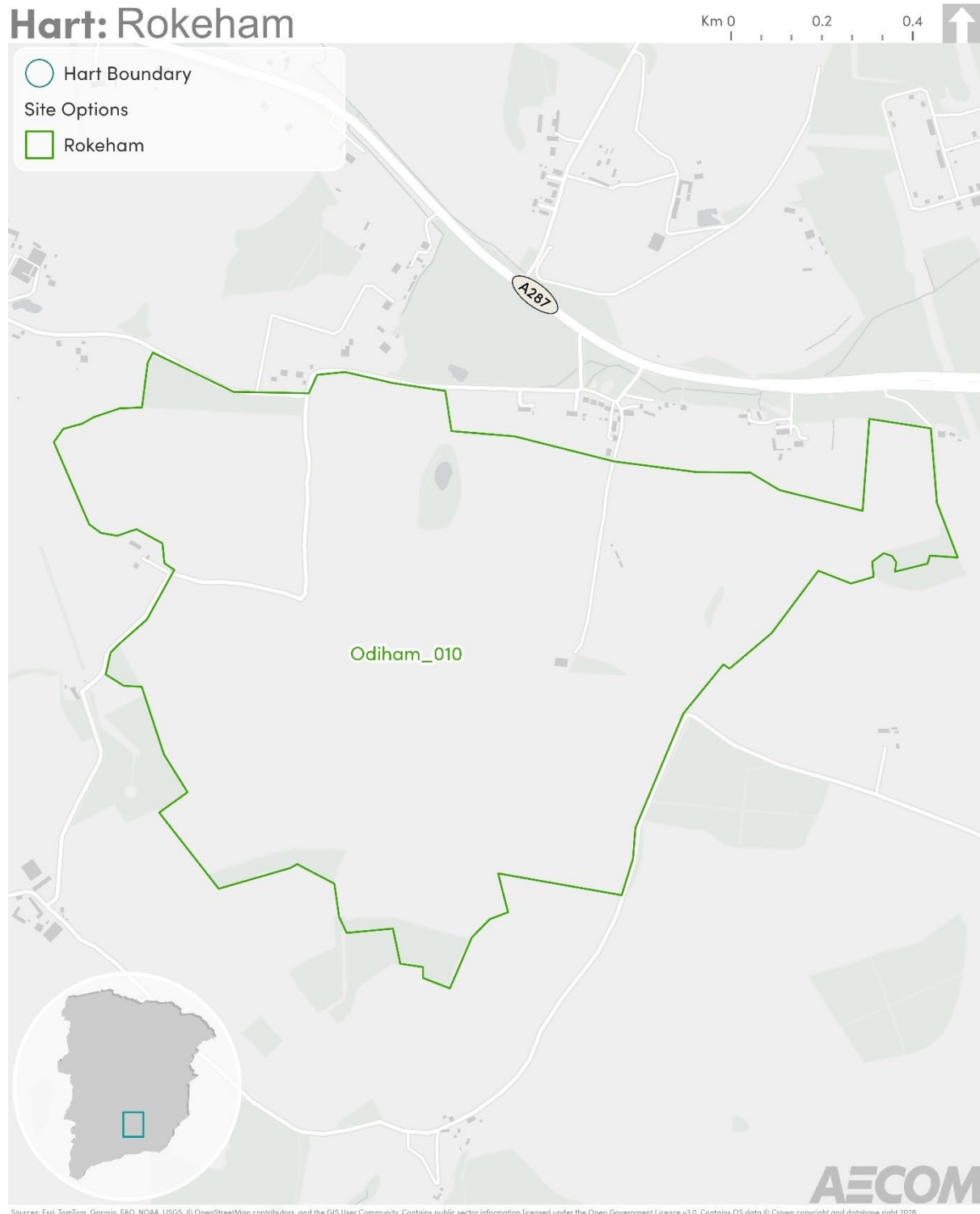
Key points to consider:

IIA topic(s)	Applicable option	Commentary
Accessibility	All options	Long Sutton is not well connected by public transport and therefore residents who do not have a car will be limited in terms of access to services and facilities and employment opportunities.
Historic environment	Option LS1	Development of Long_Sutton_005 would likely impact the setting of Grade II and II* listed buildings in the existing built-up area of Long Sutton. This is in addition to Grade II listed 'Andrew's Farmhouse' adjacent to the northeast corner of the site.
Landscape	Option LS1	Long_Sutton_005 would significantly extend the built footprint of Long Sutton to the northeast, and therefore there will likely be adverse impacts on village and landscape character in this location.
	Option LS2	Long_Sutton_002, whilst smaller in size, would extend the built footprint of Long Sutton along Hayley Lane, thereby transforming the settlement into a linear one. This would likely alter the existing settlement character, as well as impact landscape character in this location.

A.12 Rokeham Strategic Site

The Rokeham strategic site lies to the east of Odiham / Odiham Airfield, south of the A287. With little existing infrastructure in this area, a new settlement would need to deliver services, facilities and employment opportunities to improve the sustainability performance of the site.

Figure A12.1: Rokeham Strategic Site (LAA Ref: Odiham_010 (1500 homes))



Summary for growth at the Rokeham Strategic Site

IIA topics likely to be more **positively affected** = Climate change mitigation, communities, economy and employment, equality, diversity and inclusion, health and wellbeing, and homes.

IIA topics likely to be more **negatively affected** = accessibility, historic environment, landscape, soils and natural resources, and transport and travel.

IIA topics less likely to be affected = air quality and noise, biodiversity, climate change adaptation (including flood risk), and water

Key points to consider:

IIA topic(s)	Commentary
Accessibility	Accessibility would be dependent on the infrastructure delivered through this strategic site, and therefore a degree of uncertainty is noted. Nevertheless, given the rural nature of the proposed location, there is likely to be a reliance on private car from future residents.
Climate change mitigation	As a strategic site, there is potential to include climate change mitigation measures into the design of development. This could include on-site renewable energy infrastructure and active travel infrastructure. However, a degree of uncertainty is noted in this respect.
Historic environment	The strategic site is adjacent to a cluster of Grade II listed buildings to the north of the site, and given its size has potential to impact the setting of these buildings. It is also in proximity to Grade II listed park and garden 'Dogmersfield Park' to the north of the A287, and therefore development here could also impact on the setting of this designation.
Landscape	The strategic site is a large site in the open countryside, disconnected from the existing settlement boundary, and is therefore likely to have an adverse impact on landscape character in this location. It could also impact the village character of nearby settlements such as Mill Lane.
Transport and travel	Due to the site's proximity to the A287, there is potential to link the site to the existing bus network. However, given the rural nature of the site, there remains potential for a reliance on private car from future residents.

