



JULY 2026

Review of Existing Employment Sites

Final Report

Iceni Projects Limited on behalf of
East Hampshire District Council

ICENI PROJECTS
LIMITED ON BEHALF
OF EAST HAMPSHIRE
DISTRICT COUNCIL

July 2026

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FINAL REPORT

1. Introduction

- 1.1 East Hampshire District Council has commissioned Iceni Projects Limited to prepare the East Hampshire Housing and Economic Development Needs Assessment (HEDNA) (2026). This includes reviewing the employment land portfolio in the District to feed into the review of the Local Plan. This is the focus of this report, which sits alongside the main HEDNA 2026 study report.
- 1.2 The Council's existing Local Plan (Part 1) The Joint Core Strategy and Housing and Employment Allocations (Part 2) were adopted in 2014 and 2016 respectively. The Local Plan sets out policy regarding existing employment sites in the District. The Council is now in the process of reviewing the Plan which – when adopted – will replace the existing Local Plan. To inform this it needs to have an up-to-date evidence base which addresses the need for employment development, the land available to meet these needs, but also considers the quality and appropriateness of existing employment sites within the District. This report responds to these objectives.
- 1.3 The Council previously published an Employment Land Review Update in 2023. Iceni has undertaken an up-to-date review of the sites included within the 2023 assessment, as well as assessing any new sites, in October 2025. New sites assessed which were not included within the 2023 assessment include Hogmoor House, Templars Way (ELR/WB-008); Bordon Innovation Centre (BASE Bordon), Barbados Road (ELR/WB-009); and Chieftain House, Challenger Place (ELR/WB-010).
- 1.4 This report thus presents site-specific findings which can inform policies related to employment sites and accurately quantify the existing employment land supply. This includes appraising site boundaries and the appropriate uses. The assessment considers:
 - the extent to which designated employment sites are 'fit for purpose' in meeting modern business needs, or are in need of investment;
 - the potential contribution which designated employment sites could make to meeting the identified needs, including the potential for use of vacant land/floorspace within them or intensification of these sites, as appropriate;
 - qualitative issues regarding the portfolio of employment land within different areas including gaps in the supply to meet different market segments;
 - How sites should be treated in policy terms including reviewing site boundaries where appropriate, and advising on appropriate uses.

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- 1.5 In addition to reviewing existing employment sites, the report separately looks to review proposed employment sites identified within the Land Availability Assessment (LAA) (October 2025). Icení has considered potential sites solely in terms of their commercial attractiveness and likely market deliverability for employment uses. The assessment does not represent a comprehensive assessment of site suitability. The Council will undertake a full review of potential employment sites as part of the forthcoming Local Plan-making process.

2. Methodology

- 2.1 This report is informed by site visits to employment sites in the District undertaken by Icení staff in October 2025, and engagement with developers and landowners where relevant.
- 2.2 The schedule on the following page details the criteria by which individual employment sites across East Hampshire (outside of the South Downs National Park (SDNP)) were assessed in the Autumn of 2025.
- 2.3 Each site was assessed by applying the scoring criteria in situ. Scores are purely qualitative and have not been aggregated in any way to determine “the best” or “the worst” sites. Sites were identified using the previous 2023 Employment Land Review.
- 2.4 As part of the recommendation for each site, employment sites can be defined as one of the following: Strategic Employment Site; or Local Employment Site.
- Strategic Employment Site: this designation seeks to afford the greatest protection to sites and buildings in the largest settlements in the district (outside of the SDNP), to meet employment needs in terms of new and redevelopment opportunities to increase productivity. These sites should be safeguarded as employment sites in the district.
 - Local Employment Site: comprise both collections of buildings on purpose-built sites and individual sites in employment use. These tend to be smaller in scale and distributed across the district (outside of the SDNP). These have a greater variety of uses than Strategic Employment Sites. Collectively they are important for providing many of the district’s small and growing businesses with suitable accommodation. These sites warrant safeguarding as employment sites in the district.
- 2.5 The purpose of awarding such definitions is to retain the existing portfolio of employment sites in the district as well as encourage expansion and diversification for employment uses, subject to appropriateness. The definitions seek to sustain and enhance employment in East Hampshire by recommending safeguarding employment floorspace to ensure there is sufficient supply to accommodate existing and future need. Strategic and Local Employment Sites make up the core current supply of employment land in the district (outside of the SDNP).
- 2.6 Employment sites that are not defined as either a Strategic or Local Employment Site are still employment sites but have less need for safeguarding.
- 2.7 The employment definitions are also utilised for the purposes of this Employment Site Assessment informing and being incorporated in future policy of the emerging East Hampshire Local Plan.

Table 2.1 Site Assessment Criteria

Site	(name)
Site Reference	(site ref)
Map	(map inserted showing site boundary)
Gross area	(ha)
Overview / existing development	(description)
Planning History	Details of recent / extant applications

Access to main road network	Very good – Within 2km of main road network i.e. A3, A31 or A325, with access via unconstrained roads and avoiding town centres and residential areas.	Good - Within 2km of main road network with access via unconstrained roads and avoiding residential areas, but not town centres	Average – Within 5km of main road network via mainly unconstrained roads and few difficult junctions	Poor – Within 5km of main road network via mainly unconstrained roads but some restrictions i.e. narrow, difficult junctions and some restricted access for HGVs	Very Poor - Over 5km of main road network via constrained/local roads
Public Transport Adjacency Rating based on proximity to bus and rail routes, with frequency of services taken into account and noted where possible.	High – strong accessibility by Bus and Rail		Medium – medium accessibility by Bus or Rail.	Low – Low accessibility by public transport.	
Proximity to built-up areas, services and workforce The accessibility scores determined within the East Hampshire Living Locally Accessibility Study ¹ scores areas of the district according to the varying access to daily facilities using the sustainable modes of walking and cycling. These scores can therefore provide an indication of active travel	Very good – Accessibility Score 29.8-58.7 - Close to built-up area with wide range of services, sustainable travel options, and local population to provide workforce	Good – Accessibility score 17.4 – 29.8 - Close to built-up area with some services, sustainable travel options and local population to provide workforce	Average – Accessibility score 10.2-17.4 - Adjoining or periphery of a built-up area with some services, sustainable travel options and local population to provide workforce	Poor – Accessibility score 5.6-10.2 - Remote site with limited services, sustainable travel options and small local population nearby	Very poor – Accessibility score 2.2-5.6 - Remote isolated site with no services, sustainable travel options or local population nearby

¹ East Hampshire Living Locally Accessibility Study and Decide & Provide Methodology. Accessible: <https://www.easthants.gov.uk/media/8764/download?inline>

accessibility to employment sites, however this will be supplemented by commentary from site assessments, especially given that the accessibility study was undertaken in 2023 (published in January 2024).					
Quality and age of buildings Quality visually assessed, age noted. Age and quality not always directly correlated.	Very Good - Building(s) is/are new or in excellent condition and appear to provide well designed, flexible accommodation for workforce and business operations	Good - Building(s) is/are in a good condition and provide good, flexible accommodation for workforce and business operations	Average - Building(s) is/are in a satisfactory condition but provide inflexible accommodation, or has other limitations for accommodating the workforce and business operations	Poor - Building(s) is/are showing signs of wear and tear, but has/have the potential for conversion or refurbishment to suit modern business requirements	Very Poor - Building(s) is/are in poor condition and do not meet the needs of modern businesses, with limited potential for conversion or refurbishment. N/A (undeveloped)
Vacancy Rate Visual assessment / CoStar information	No vacancy	<10%	10-25%	25-50%	>50%
Quality of existing Environment Visual assessment identifying quality of existing environment including landscaping, internal circulation, adequacy of car parking and overall level of maintenance.	Very Good – High-quality, well-maintained environment with attractive landscaping. No issues with internal circulation and ample car parking. No visible signs of deterioration.	Good – A generally well-functioning and well-maintained site with attractive landscaping. Generally good circulation and sufficient car parking. Generally well-maintained with only small areas showing wear.	Average - A functional site with basic landscaping and adequate maintenance. Circulation and parking arrangements are serviceable but may reach or exceed capacity during peak use. General wear and some dated / poorly maintained elements.	Poor - A site with limited visual quality and multiple operational issues. Landscaping is minimal or neglected, circulation is somewhat constrained, and parking is inadequate or poorly managed. Poorly maintained environment may detract from the site's functionality and image.	Very Poor - The site is in a state of significant disrepair or neglect. Landscaping is absent or not maintained, circulation is poor and leads to obstructions, and parking may be insufficient. The site is unsuitable for modern business operations.

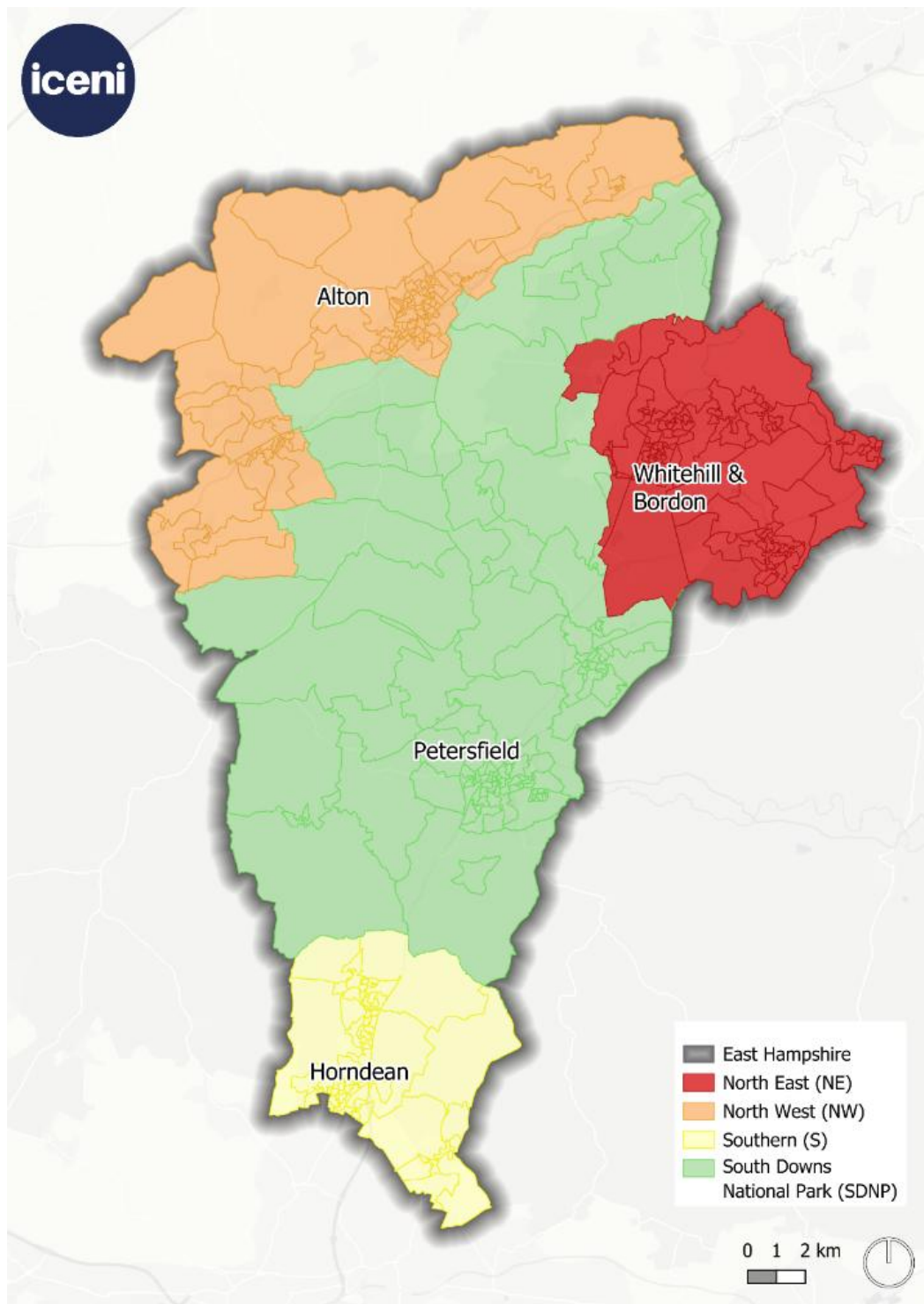
Local character / proximity to incompatible uses Description of adjacent uses, highlighting sensitivities. Reference to utilities / facilities as appropriate.	Very good - Well established commercial area, no amenity constraints	Good - Established commercial area with potential amenity constraints for future development	Average - Commercial area with some amenity constraints	Poor - Few commercial uses nearby with multiple constraints on more than one side	Very poor - No other existing commercial area with multiple constraints on more than one side
Site layout, characteristics and development constraints Potentially limiting factors identified and noted.	Very good - Generally level site, regular shape, no obstructions, site within flood zone 1, no conservation or landscape constraints on scale of development, no other significant constraints on new development	Good - Mostly level site, regular shape, no major obstructions, majority of site within flood zone 1, no significant conservation or landscape constraints on scale of development, other constraints on new development	Average - Partly level site, regular shape, fragmented or some obstructions, majority of site within flood zone 2, potential conservation or landscape constraints on scale of development	Poor - Partly level, irregular shape, fragmented or some significant obstructions, part of site within flood zone 3, conservation or landscape constraints on scale of development	Very poor - Sloping/uneven site, irregular shape, significantly obstructed or fragmented, within flood zone 3, conservation or landscape constraints on scale of development
Market Attractiveness Assessment of demand for units relative to that location dependent on accessibility, quality of premises and environment, and performance of site and near / adjacent sites (vacancy).	Very good - High-profile, high-quality appearance, managed site with good quality common areas, good environment and quality of occupiers, ample parking, under 10% vacant space/buildings. Excellent accessibility via road and public transport.	Good - Visible, good quality appearance, neat and tidy common areas, good environment, good parking, around 10% vacant space/buildings. Good accessibility via road and/or public transport.	Average - Partly visible, reasonable appearance, managed common areas, adequate parking, around 10% vacancy. Average accessibility via road or public transport.	Poor - Not visible from public highway or unattractive, limited levels of parking, more than 10% vacant space/buildings, limited evidence of recent investment. Access via road/public transport is limited.	Very poor - Run-down unattractive appearance/location, neglected common areas, inadequate levels of parking, over 25% vacant space/buildings, in need of redevelopment. Poor access via road and public transport.
Potential intensification/development	(ha) (undeveloped / potential intensification) (comments as applicable, assumes limiting factors can be overcome unless otherwise stated)				

opportunities within current site boundaries	
Overall Recommendation	• Designate (Safeguarded as a Strategic Employment Site / Local Employment Site) • No recommendation (Potentially release from employment safeguarding as not defined as a Strategic Employment Site / Local Employment Site) • Review site boundary • Potential for intensification/development within the current site boundary.

3. Existing Site Assessments

- 3.1 The following series of proformas summarises the findings of all the site assessments and includes a recommended action for the emerging Local Plan.
- 3.2 The site assessments have been grouped by geographical sub-area, in line with the sub-areas adopted within the main HEDNA 2026 study report. The four sub-areas are shown on the map below. It should be noted that site assessments have only been undertaken for the 'plan area'. The 'plan area' for the purposes of the emerging East Hampshire Local Plan comprises the three sub-areas which fall outside of the SDNP which are North East, North West and Southern.

Figure 3.1 East Hampshire Sub-Area Geography



Source: Icen Projects

- 3.3 In total, 97 sites were assessed. The majority of sites (58) were located in the North West of the District, including Alton, Bentley, Four Marks & South Medstead. A further 26 sites were located in the North East which includes the towns and villages of Whitehill & Bordon, Liphook, Lindford and Kingsley. The remaining 13 sites were located in the southern part of the District, focused around Horndean.

This distribution reflects the established pattern of employment development within the District, with the largest concentrations of employment land located around the main settlements.

- 3.4 Overall, the assessment identified a greater supply of industrial and warehouse accommodation compared to office space. Employment sites were found across both urban and rural locations, ranging from larger, established industrial estates to smaller, more fragmented clusters of units in rural areas. The largest concentrations of employment floorspace are located in Alton and Whitehill & Bordon, which function as the District's principal employment centres. By contrast, Four Marks was noted to have a relatively limited level of employment provision when compared to its resident population, indicating an imbalance between jobs and housing and a potential reliance on out-commuting.
- 3.5 The occupier profile across the District is dominated by small and medium-sized enterprises (SMEs), with very few examples of larger businesses. This reflects both the character of the local economy and the nature of the existing building stock. The assessment highlighted a particular shortage of larger industrial units, which may constrain the ability of successful local businesses to expand. In a number of cases, businesses were observed occupying multiple smaller units either within the same estate or across different sites, suggesting that the current stock does not adequately meet the needs of growing firms.
- 3.6 The quality of employment floorspace across the District is generally ageing and of average quality. There are relatively few examples of recent new-build industrial development, indicating a lack of modern, high-quality accommodation capable of meeting modern occupier standards. This may reduce the District's overall competitiveness in attracting inward investment and supporting business growth.
- 3.7 The assessment also identified a relative lack of office accommodation, particularly purpose-built, high-quality office space. Existing office provision is limited in scale and quality, with few modern developments available to meet the needs of professional or knowledge-based sectors.
- 3.8 The majority of employment sites assessed appeared to be well occupied, regardless of the condition of the site – this suggests a level of supply constraint within the market.
- 3.9 In summary, the findings indicate that while the District has a reasonable supply of industrial floorspace in overall terms, there are notable qualitative gaps in provision. These include a shortage of larger, modern industrial units, an ageing stock profile, and a limited supply of high-quality office accommodation. Addressing these gaps will be important in supporting the retention and growth of local businesses, and ensuring that future employment land provision aligns with the needs of the local economy. It is also important for the Council to continue to protect existing employment areas to ensure that sufficient premises remain available to support local businesses and jobs.

North West

Alton

Alton Business Centre, GU32 2QE	
Site ID	ELR/AL-001
	
Gross Site Area (Ha)	3.4
Overview / Existing Development	The site forms part of an employment cluster on the eastern edge of Alton. Predominantly industrial uses, with some office space. Larger occupiers include Hellenic Grocery (Greek food retailer), Parker Hannifin Corporation (motion and control technology), Prismatic Ltd (aerospace) and Cedar Vets.
Planning History	None of relevance
Access to main road network	Good - site is c. 1.8 km from the A31, predominantly via commercial areas.
Public Transport Adjacency	High - There are two bus stops adjacent to the site. Alton railway station is also within 800m of the Site. This station offers frequent Southwestern Railway services (about every twenty minutes) to London Waterloo Station.
Proximity to built-up areas, services and workforce	Average
Quality and age of buildings	Mixed quality and age – the mid-sized 1980/90s industrial units to the north of the site are the poorest quality with signs of deterioration.
Vacancy Rate	0% - No evident vacancy.
Quality of Existing Environment	Good – site is adequately maintained, no notable issues with regards to circulation nor parking.
Local character / proximity to incompatible uses	Very good - The site is within the well-established Alton Business Centre. Nearby uses

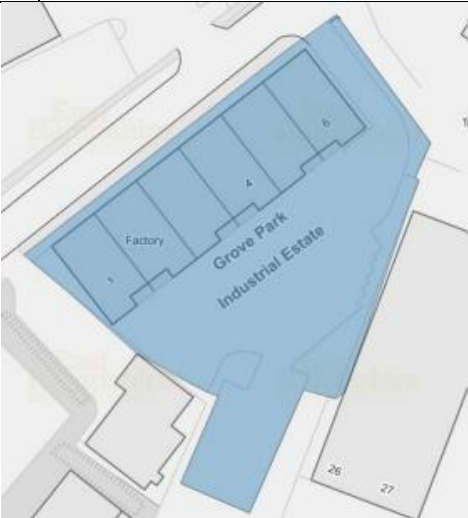
	include offices, light industrial and a recycling centre.	
Market Attractiveness	Good – Well occupied site, located within close proximity of the A31.	
Potential intensification/development opportunities within current site boundaries	Large car park adjoining Cedar Vets – could present an opportunity for intensification if this quantum of parking space is not required.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Caker Stream, GU34 2QA		
Site ID	ELR/AL-002	
		
Gross Site Area (Ha)	7.1	
Overview / Existing Development	Active and well-used site consisting of medium to large sized industrial/warehousing units. Part of a well-established employment area on the eastern side of Alton. Major occupiers include FedEx (logistics), Pinnacle Foods (meat and poultry processors) and Prodigy Group (print on demand service).	
Planning History	None of relevance	
Access to main road network	Very good - Very good access to the main road network. The Site is within 2km of the A31. The Site can be accessed via unconstrained roads.	
Public Transport Adjacency	High - There are two bus stops along Wilsom Road that are about 400m from the site. The site is also about 600m from the Alton railway station. This station offers frequent Southwestern Railway services (about every twenty minutes) to London Waterloo Station.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average - Varied quality and age across the site, some buildings more poorly maintained than others. Most buildings between 1970s-80s.	
Vacancy Rate	<10%, Units 1-2 Mill Lane marketed to let (up to 7,906 sqft/734 sqm).	

Quality of Existing Environment	Poor – poorly maintained with waste/debris at roadside and significant on-street parking including HGVs.	
Local character / proximity to incompatible uses	High - The site is within the well-established Alton Business Centre and strategic employment site. Nearby uses include storage and distribution, light industrial and logistics. However, the Site falls within a site of importance for nature conservation (SINC). There are areas of FZ 2 and FZ 3 on the site's eastern side, along with various areas of surface water flood risk due to the site's adjacency to the River Wey. There is also a cluster of TPOs adjacent to the site's boundary.	
Market Attractiveness	Average – quality varies across the site, however the site is well-located within an employment cluster and in close proximity to the A31. Vacancy is reasonably low.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Elstead House, GU34 2QJ		
Site ID	ELR/AL-003	
		
Gross Site Area (Ha)	2.0	
Overview / Existing Development	Site consisting of two visible units – one office/showroom/warehouse occupied by Elstead Lighting and one industrial premises currently being marketed, formerly also occupied by Elstead. Set within a well-established employment area towards the east of Alton.	
Planning History	EHDC-24-0068-FUL (Elstead Lighting Unit 1-2) Permission granted June 2025 for the erection of a building to provide extension storage and sorting facility. EHDC-25-0934-FUL (Maltby's Engineering, Maltby's Engineering Newman Lane, Alton, Hampshire, GU34 2QR) Planning permission granted October 2025 for a replacement industrial building to the rear of the site. 49776/004 (Land at Lynch Hill, Mill Lane, Alton) Permission granted June 2020 for outline application for up to 7ha of employment land (use classes B1a, B1c, B2 and B8) with access and green infrastructure. This site is to the southwest of the site beyond Mill Lane and the River Wey.	
Access to main road network	Very good - The Site is within 2km of the A31. The roads leading from the site to the A31 are unconstrained and avoid town centres and residential areas.	
Public Transport Adjacency	Medium - There are limited public transport options surrounding the site within easy walking	

	distance of the site. The nearest bus stop is about 800m away; however, to reach it, pedestrians will need to walk along Montecchio Road, which does not have pedestrian walkways. Alton railway station is about 1.1 km from the site but is not accessible by active travel.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good – well-maintained buildings. The industrial unit currently being marketed has recently undergone a comprehensive refurbishment program.	
Vacancy Rate	50% - however the site only includes two units, one of which is vacant. The vacant industrial unit is 18,000 sqft.	
Quality of Existing Environment	Good – a generally well-maintained site with sufficient parking.	
Local character / proximity to incompatible uses	Good - The Site is located within an established business centre and partially within a strategic employment site. However, there are areas of surface water flooding in the centre of the site.	
Market Attractiveness	Good – unit currently occupied by Elstead Lighting particularly visible from Mill Lane. Good quality units, with one recently undergoing full refurbishment including external improvements. Good road accessibility.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Grove Park Industrial Estate, GU34 2QG	
Site ID	ELR/AL-004
	
Gross Site Area (Ha)	0.4
Overview / Existing Development	A terrace of small industrial units, forming part of a wider employment cluster on the eastern side of Alton.
Planning History	None of relevance. However, the site is about 200m to the west of the Land at Lynch Hill Site.
Access to main road network	Very good - The site has very good access to the main road network as it is about 900m from the A31. It does not pass through any town centres or residential areas.
Public Transport Adjacency	Average - The site is about 900m (c. 13-minute walk) from Alton railway station. This station offers frequent Southwestern Railway services to London Waterloo Station. The Wilsom Road bus stops are about 800m from the Site (11-minute walk).
Proximity to built-up areas, services and workforce	Good.
Quality and age of buildings	Good - 1980s buildings but have recently undergone an external upgrade to modernise the premises' appearance.
Vacancy Rate	0% - Fully occupied as of June 2025 ² . Unclear whether Units 1 and 2 currently vacant.
Quality of Existing Environment	Average – buildings are not set back from the pavement/Mill Lane and therefore opportunities for landscaping limited. Car park to rear is adequate, but appears aged in comparison to the recently upgraded premises.

² <https://www.curchodandco.com/grove-park-in-alton-is-fully-occupied-following-the-letting-of-unit-6/>

Local character / proximity to incompatible uses	Good - The site is within an established business park and has been allocated within a strategic employment site. The surrounding uses include car rental businesses, light industrial, and some retail to the north. There is also electricity infrastructure to the west. The site is largely unconstrained. However, the site is within a SINC.	
Market Attractiveness	Good - Visible from Mill Lane, high-quality external appearance following recent upgrades.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Kerridge Industrial Estate, GU34 2PT		
Site ID	ELR/AL-005	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	Two terraces of small industrial units located within close proximity of Alton train station and adjacent to a supermarket. Occupiers include small local businesses such as Gould & Williams Engineers, Alternative Packaging Solutions and STS Tyre Pros.	
Planning History	None of relevance	
Access to main road network	Average - The site is within 2km of the A31. However, the site is not easily accessible from this, as vehicles must go through residential areas and the main town centre.	Yellow
Public Transport Adjacency	High - The site benefits from easy access to bus stops. These include the Train Station and Health Centre stops located circa 100m and 300m away respectively. The site is also about 100m from Alton railway station (3-minute walk). This station offers frequent Southwestern Railway services (about every twenty minutes) to London Waterloo Station.	Green
Proximity to built-up areas, services and workforce	Very Good	Green
Quality and age of buildings	Good – 1980s buildings, but in good condition.	Green
Vacancy Rate	0% - no evident vacancy	Green
Quality of Existing Environment	Average – a functional site, with satisfactory parking and circulation.	Yellow
Local character / proximity to incompatible uses	Good - The site is well-situated, positioned between Alton's key local amenities. It also lies close to an established office park to the east. Overall, the site aligns with the broader character of the area south of Anstey Road, which	Green

	separates residential uses to the north from commercial uses to the south. The site benefits from limited constraints. However, the western boundary abuts a site of nature conservation importance further west .	
Market Attractiveness	Good/Average – Well-located in relation to Alton railway station, however not prominently located/visible from main roads, reasonable appearance.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Amend the boundary to exclude the area in use as station car parking.	

Lumbry Park, GU34 3HL		
Site ID	ELR/AL-006	
		
Gross Site Area (Ha)	1.2	
Overview / Existing Development	A single-occupier site in use as a veterinary hospital. Located south of Alton adjacent to the A31.	
Planning History	None of relevance	
Access to main road network	Very high - The site has very good access to the main road network as it is adjacent to the A31 on-ramp via Selborne Road.	Green
Public Transport Adjacency	Medium - The Selborne Road bus stop offers buses to Alton railway station about every two hours. This bus stop is just opposite the site on Selborne Road and also offers infrequent services to Petersfield railway station and Alton High Street (38).	Yellow
Proximity to built-up areas, services and workforce	Poor	Red
Quality and age of buildings	Very good – building is in very good condition, built in 2000s.	Green
Vacancy Rate	0% - single occupier site, occupied by Lumbry Park Veterinary Specialists	Green
Quality of Existing Environment	Very good – High-quality, well-maintained site with sufficient parking provision and good circulation.	Green
Local character / proximity to incompatible uses	Poor - The site's immediate area is characterised as an isolated office park. There are individual agricultural complexes dispersed around the site's area. The closest uses are a plant nursery	Red

	to the south and a demolition company to the west. The site is located entirely within flood zones 2 and 3 because the Lavant Stream runs across the site. The South Downs National Park is also directly south beyond Selborne Road.	
Market Attractiveness	Good – good quality site with good parking provision, located adjacent to A31 sliproad. The site is somewhat detached from the amenity provision within Alton town centre, although this is accessible by car (1.3 miles).	
Potential intensification/development opportunities within current site boundaries	None identified	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Mill Lane including Forge Works and Rowan Industrial, GU34 2QG		
Site ID	ELR/AL-007	
		
Gross Site Area (Ha)	2.2	
Overview / Existing Development	Small to medium-sized industrial units set within a wider employment cluster in Alton. An active and well-occupied site with a variety of uses including vehicle mechanics, trade counters, care hire and gym uses.	
Planning History	None of relevance. However, the site is about 200m to the west of the Land at Lynch Hill Site.	
Access to main road network	Good - The site benefits from good access to the main road network, as it is within 2km of the A31. However, to the site is centrally located in the industrial estate, requiring vehicles to travel through slightly constrained routes.	
Public Transport Adjacency	Medium - The Alton railway station is about 400m to the southwest of the site. However, there are limited bus stops in the site's immediate vicinity. There are two bus stops along Wilsom Road that are about 900m from the site (16-minute walk).	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average – units vary in age, generally average quality.	
Vacancy Rate	0% - no evident vacancy.	
Quality of Existing Environment	Average - Minimal landscaping, yards/car parks sloping steeply from the main road.	
Local character / proximity to incompatible uses	Good - The site is within an established industrial estate and is surrounded by similar uses. The site is mainly composed of retail uses, but the wider area also features light industrial and other	

	retail units. The Alton Substation is directly across from the site. The site has few constraints. Areas of FZ 2 and 3 are just beyond the site's northern boundary due to the River Wey. There is a small cluster of Grade II heritage assets adjacent to the site's eastern boundary (the closest of which are HRH House and Wey Cottage). The area to the south and north is also designated as a SINC.	
Market Attractiveness	Good/Average – very visible from the road (Mill Lane), set within a wider cluster of industrial uses in Alton, however the units and environment is of average quality.	
Potential intensification/development opportunities within current site boundaries	None identified	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Newman Lane Industrial, GU34 2QR		
Site ID	ELR/AL-008	
		
Gross Site Area (Ha)	3.0	
Overview / Existing Development	Small to medium industrial units located within a wider employment cluster in Alton. Key occupiers include Wigwam self-storage and PelGar International.	
Planning History	None of relevance	
Access to main road network	Good - The site has very good access to the A31. However, to access the site, vehicles will have to travel through the wider industrial estate.	
Public Transport Adjacency	Good - Alton railway station is about a 10-minute walk from the site (circa 600m). The closest bus stops are those located at Alton railway station (about 600m away).	
Proximity to built-up areas, services and workforce	Good.	
Quality and age of buildings	Average – 1980s/1990s units in a satisfactory condition.	
Vacancy Rate	<10% - one unit marketed to let (Unit 18 Newman Lane)	
Quality of Existing Environment	Average – minimal landscaping, but adequately maintained. Some on-road parking along Newman Lane.	
Local character / proximity to incompatible uses	Average - The site is within a well-established industrial estate that is designated as a Strategic Employment Site, composed of compatible uses. The site itself contains various retail uses, light industrial and distribution uses. However, the site is designated as a SINC. There is also a small portion of FZ 2 on a section of Newman Lane on the site's eastern side.	
Market Attractiveness	Good/average – units are very visible along Newman Lane and are located within a wider	

	cluster of employment uses in Alton. Low levels of vacancy and generally well-maintained. Some evidence of off-road parking.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Omega Park including Oriel Court		
Site ID	ELR/AL-009	
		
Gross Site Area (Ha)	1.0	
Overview / Existing Development	Office accommodation within wider Omega Park employment cluster.	
Planning History	None of relevance	
Access to main road network	Very good – access to the A31 within approx. 2km, accessed via Mill Lane.	
Public Transport Adjacency	High - There are two bus stops adjacent to the site. . Alton railway station is also within 650m of the Site. This station offers frequent Southwestern Railway services to London Waterloo Station.	
Proximity to built-up areas, services and workforce	Average.	
Quality and age of buildings	Good - Good quality office units dating to the 1980s.	
Vacancy Rate	0% - no evident vacancy.	
Quality of Existing Environment	Good – well-maintained site with attractive landscaping. Some evidence of on-road parking.	
Local character / proximity to incompatible uses	Good - The site is within a well-established Business Centre. Nearby uses include industrial and a recycling centre.	
Market Attractiveness	Good – good quality office units on a well-maintained site within a wider employment cluster in Alton. No evident vacancy.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site	

The Omni Business Centre, Omega Park, GU34 2QD		
Site ID	ELR/AL-010	
		
Gross Site Area (Ha)	0.5	
Overview / Existing Development	Eight small 2-storey industrial units located within an established employment cluster (Omega Park) in Alton. Occupiers include SLAC Precision Engineering, SW Automotive Ltd and Levelstate Systems.	
Planning History	None of relevance	
Access to main road network	Very good – access to the A31 within approx. 2km, accessed via Mill Lane.	
Public Transport Adjacency	High - There are two bus stops adjacent to the site. These include the Omega Park bus stop offering hourly services to The Shed in Bordon (13) and irregular evening services to the Bordon Catholic Church. This stop also offers a service once daily to the Sainsbury's in Liphook. Further hourly services to Basingstoke bus station are offered at this stop. Alton railway station is also within 650m of the Site.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average/poor – 1970s units, with some units showing signs of general wear, such as peeling paint, faded signage.	
Vacancy Rate	0% - no evident vacancy, although significantly less active than the surrounding site.	

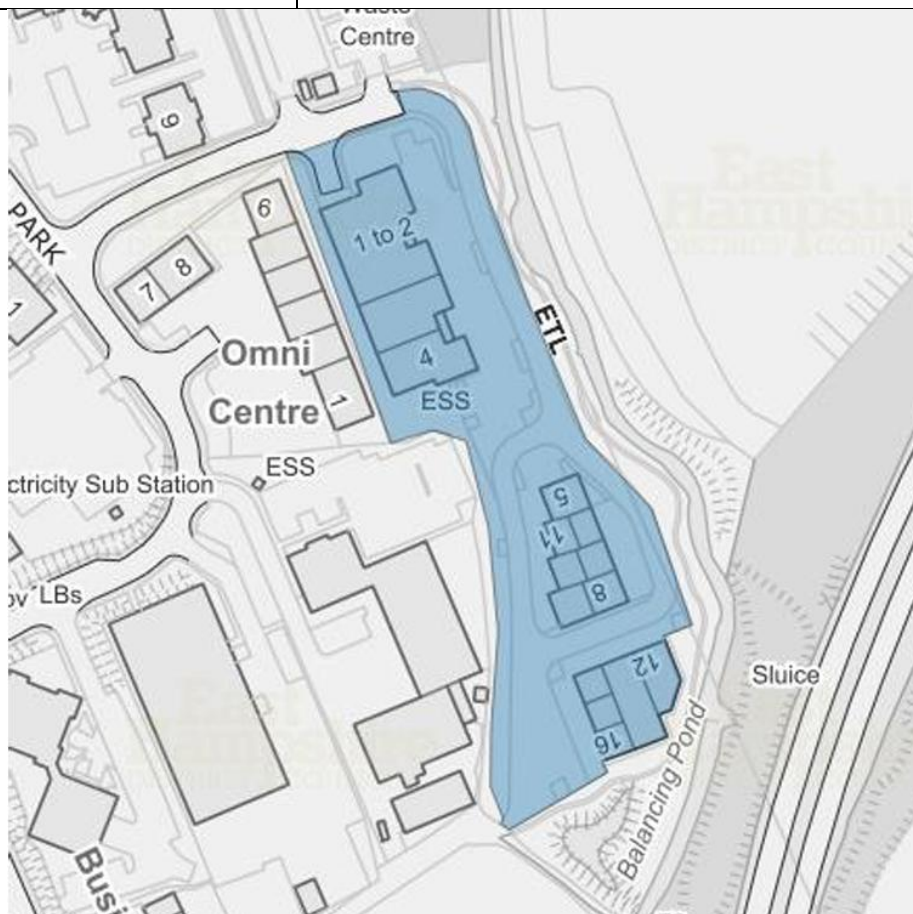
Quality of Existing Environment	Average – A functional site with minimal landscaping.	
Local character / proximity to incompatible uses	The site is within a well-established Business Centre. Nearby uses include industrial and a recycling centre.	
Market Attractiveness	Average – well-occupied site located within a wider employment area in Alton, however some signs of degradation.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Paradigm / Charwell House, GU34 2PP		
Site ID	ELR/AL-011	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	Charwell House and Paradigm House. Charwell House provides serviced office space. Paradigm House is occupied by Paradigm – a satellite communications developer.	
Planning History	None of relevance.	
Access to main road network	Very good – approx. 1.8km from A31 via Mill Lane.	
Public Transport Adjacency	High - There are two bus stops adjacent to the site. This station offers frequent Southwestern Railway services to London Waterloo Station.	
Proximity to built-up areas, services and workforce	Average.	
Quality and age of buildings	Good – relatively modern, well-maintained office accommodation.	
Vacancy Rate	0% - occupancy of serviced office space unclear. Car park well-used.	
Quality of Existing Environment	Good – A generally well-maintained site. Well-used car park.	
Local character / proximity to incompatible uses	Average - Residential adjacent to the south, east and west. Cluster of employment uses to the north including Omega Park directly across the road.	
Market Attractiveness	Good – A well-occupied and active site visible from Wilsom Road. Good quality environment and good accessibility via road and public transport.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Riverside, Omega Park, GU34 2QE

Site ID ELR/AL-012



Gross Site Area (Ha)	1.1	
Overview / Existing Development	16 small/medium industrial units located within an established employment cluster (Omega Park) in Alton. Examples of current occupiers including White Rose Automotive, NAPA Auto Parts and Ironing Fairy.	
Planning History	None of relevance.	
Access to main road network	Very good – approx. 2km from the A31 via Mill Lane.	
Public Transport Adjacency	High - There are two bus stops adjacent to Omega Park, approx. 300m from the site. This station offers frequent Southwestern Railway services to London Waterloo Station.	
Proximity to built-up areas, services and workforce	Average.	
Quality and age of buildings	Good - Relatively modern units (built 2008) in good condition.	
Vacancy Rate	0% - No evident vacancy	
Quality of Existing Environment	Good – well-maintained site with some landscaping and good circulation and car parking provision.	

Local character / proximity to incompatible uses	Good - Located within an established employment area. Further industrial units to the west, Alton Household Waste Recycling Centre to the north and Alton Sewage Treatment Works to the east. River Wey directly adjacent to the east of the site and the entire site lies within FZ 2/3.	
Market Attractiveness	Good – a good quality and well-occupied site, with good accessibility via car and public transport.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Riverway Industrial Park, GU34 2QL

Site ID

ELR/AL-013



Gross Site Area (Ha)	0.8	
Overview / Existing Development	Mid-sized industrial units located within a wider industrial area on the southern side of Alton.	
Planning History	None of relevance.	
Access to main road network	Very good - Approx. 1.1 km from the A31 via commercial area.	
Public Transport Adjacency	High – approx. 8-minute walk (0.4 miles) from Alton railway station. Bus stops at Alton railway station are served multiple times per hour and Wilsom Road served approx. hourly.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good – well-maintained 1990s/2000s buildings.	
Vacancy Rate	10-25% vacancy – one unit (Unit 6) vacant.	
Quality of Existing Environment	Good – well-maintained site with good car parking provision and some landscaping.	
Local character / proximity to incompatible uses	Good - The site lies within a wider industrial area. The railway line bounds the site to the north, with residential uses beyond the railway.	
Market Attractiveness	Average – A generally well-maintained site set within a wider employment area. One vacant unit resulting in a vacancy rate of approx. 15%.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Strategic Employment Site.

Selborne House		
Site ID	ELR/AL-014	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	Four two-storey office buildings located within a well-established employment area on the southern side of Alton. Occupiers include Exclusive Networks (IT security services) who occupy multiple units and Howden Insurance.	
Planning History	None of relevance.	
Access to main road network	Very good – under 1km to the A31, via Mill Lane avoiding any town centre/residential uses.	
Public Transport Adjacency	High – closest bus stop located on Wilsom Road approx. 1km from the site, served approx. hourly. Alton railway station located c. 1.1km from the site.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good quality 1990s/2000s units - one unit undergoing refurbishment.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Good – A good-quality, well-maintained site, although internal circulation is relatively tight.	
Local character / proximity to incompatible uses	Good - The site lies within a wider established employment area, with industrial uses to the north and west and a lighting	

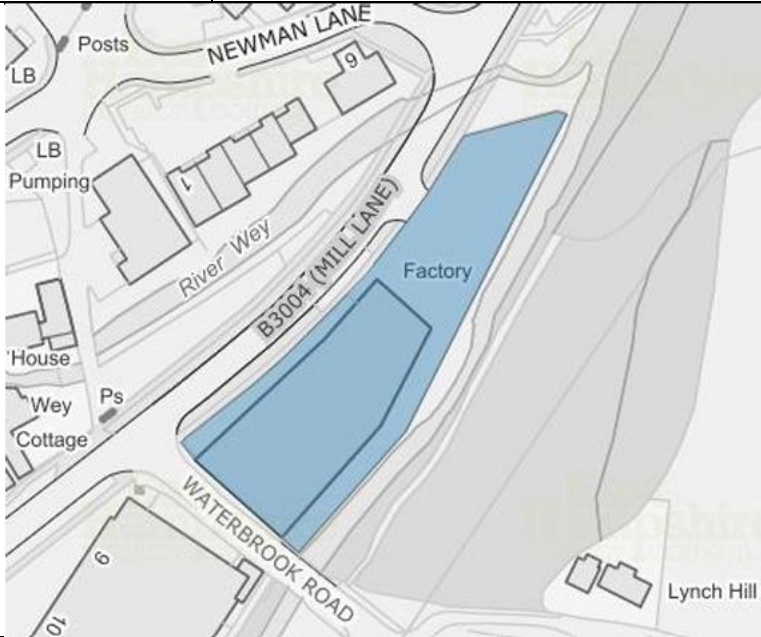
	showroom/warehouse to the east. Car parking provision to the south across Mill Lane. Approx. 50% of the site within FZ 2.	
Market Attractiveness	Good – a visible site with frontage onto Mill Lane. Excellent road accessibility and good public transport accessibility.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Sycamore Park		
Site ID	ELR/AL-015	
		
Gross Site Area (Ha)	1.7	
Overview / Existing Development	Single-user site consisting of one large industrial unit and a separate office building. Occupied by HBI Laleham who develop and produce a range of products within categories including Beauty, Liquid Nutrition, Non-sterile semi-solid licensed medicines and Medical Device liquids.	
Planning History	None of relevance.	
Access to main road network	Very good – c. 1.1 km from the A31 via Mill Lane, avoiding town centre and residential uses.	
Public Transport Adjacency	High - c. 0.5 km to Alton railway station. Bus stops located at the railway station and Wilsom Road stops on Ashdell Road (c. 0.3km).	
Proximity to built-up areas, services and workforce	Very Good	
Quality and age of buildings	Good - 1990s buildings, reasonably well-maintained.	
Vacancy Rate	0% - No vacancy. Single-user site, occupied by HBI Laleham.	
Quality of Existing Environment	Good - A well-organised site with a well-maintained car-park, although some on-road parking evident upon entrance to the site.	
Local character / proximity to incompatible uses	Good - The site is located within an employment cluster, with further industrial uses to the east along Mill Lane. The River Wey bounds the site	

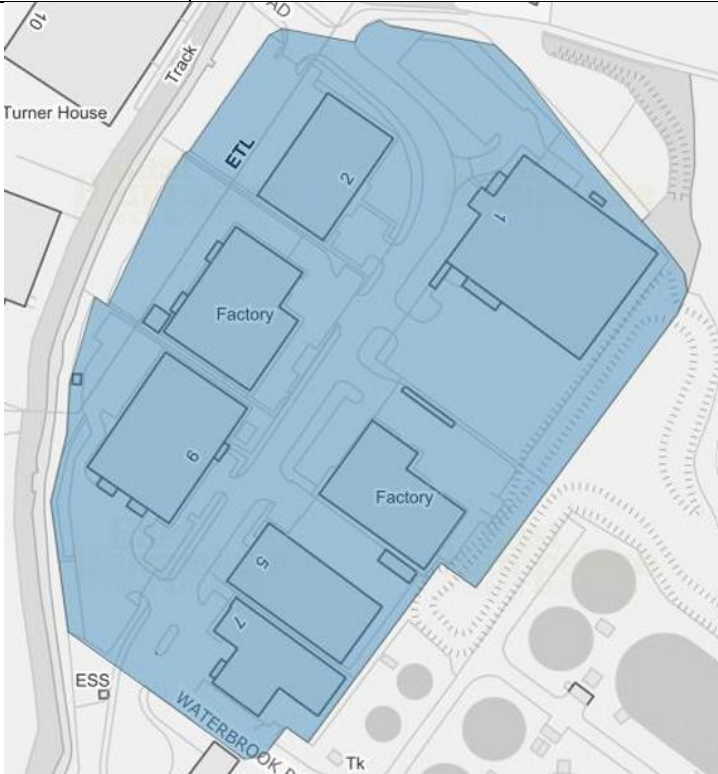
	to the north. Residential uses to the north, west and south.	
Market Attractiveness	Good – A very active single-user site located within an established employment cluster with excellent access to the A31 and strong public transport accessibility.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Turner House		
Site ID	ELR/AL-016	
		
Gross Site Area (Ha)		
Overview / Existing Development	Industrial building being used for self-storage with ancillary office space let out as flexible office space. 'The Place' lease and manage the spaces.	
Planning History	None of relevance.	
Access to main road network	Very good – less than 1km from the A31 via Mill Lane, avoiding town centre and residential uses.	
Public Transport Adjacency	Good - c. 0.8km to nearest bus stop on Ashdell Road and c.1.0km to Alton railway station and station bus stops.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good - 1990s building which has undergone refurbishment.	
Vacancy Rate	10-25% - Building leased by The Space - Poor demand reported from the office element of the building.	
Quality of Existing Environment	Average – a functional site with minimal landscaping.	
Local character / proximity to incompatible uses	Good - The site forms part of an employment cluster, with further industrial and office uses adjacent to the site. Approx. 25% of the site lies within FZ 2.	
Market Attractiveness	Average – Building floor to ceiling height may limit flexibility. Visible site with frontage onto Mill Lane. Potentially less attractive to office	

	occupiers as the building is an industrial style unit located within a predominantly industrial area.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Unit 13 Mill Lane		
Site ID	ELR/AL-017	
		
Gross Site Area (Ha)	0.4	
Overview / Existing Development	A medium-sized industrial unit located within an established employment cluster on the southern side of Alton.	
Planning History	None of relevance.	
Access to main road network	Very good – less than 1km from the A31 via Mill Lane, avoiding town centre and residential uses.	
Public Transport Adjacency	High - c. 0.8km to nearest bus stop on Ashdell Road and c.1.0km to Alton railway station and station bus stops.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average – 1970s building in reasonable condition.	
Vacancy Rate	100% - unit vacant at time of site visits and actively marketed by Carter Jonas (20,917 sqft).	
Quality of Existing Environment	Average - a functional site with minimal landscaping.	
Local character / proximity to incompatible uses	Good - The site forms part of an employment cluster, with further industrial and office uses adjacent to the site to the north and west. The River Wey bounds the site to the south-east and the entire site lies within FZ 2/3. Undeveloped farmland and a residential building to the east of the site.	
Market Attractiveness	Average – visible site with frontage onto Mill Lane within a well-established employment area in Alton. Excellent road connectivity and good public transport accessibility. Property currently	

	vacant – quality of building and environment is average.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Waterbrook Estate, GU34 2UD	
Site ID	ELR/AL-018
	
Gross Site Area (Ha)	2.7
Overview / Existing Development	Mid-sized industrial units located as part of an employment cluster on the southern side of Alton. Occupiers include Ampac Europe (fire protection system supplier), Conquip Engineering Group, Coomers (timber and building supplies) and Acorn Packaging Partnership (packaging supplier).
Planning History	EHDC-25-0485-FUL: Unit 6 - Granted planning permission (decided 28/11/2025) for change of use from B8 to E(g). The site will be used for 'Preparation of racing cars with ancillary offices and storage'. This application does not involve changes to the site and building. 33089/033: Unit 1 – refused planning application (decided 02/06/2016) for change of use from B1/B8 to Sui-Generis (Builders merchants/yard/A1 (non-food retail) use. 49776/004: Land at Lynch Hill - Granted planning permission (decided 12/06/2020). Land adjacent to the north-east of the site approved for development of up to 7ha of employment land with access from Waterbrook Estate. Not implemented.

Access to main road network	Very good – approx. 1.0 km from the A31 via Mill Lane, avoiding town centre and residential uses.	
Public Transport Adjacency	Medium - c. 1.4km to nearest bus stop on Ashdell Road and c.1.6km to Alton railway station and station bus stops.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Very good – well-maintained 2000s units.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Very good – a well-landscaped site. Sufficient parking and good circulation with wide roads throughout suitable for larger vehicles.	
Local character / proximity to incompatible uses	Good - The site is located on the eastern edge of a well-established industrial area. Undeveloped farmland and a residential property to the north and a continuation of farmland to the east.. The River Wey bounds the site to the west, with a portion of car parking rear of industrial units within FZ 2/3. Alton sewage treatment works located adjacent to the site to the south-east.	
Market Attractiveness	Very good – a well-kept site with a high-quality appearance. Excellent road accessibility and sufficient parking. No vacancy.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site. Consider extending the boundary to include the employment uses to the south of the site which share the same access (including Holcim Readymix Concrete, Grey Fox Recycling).	

Weyside Park, GU34 2PJ		
Site ID	ELR/AL-019	
		
Gross Site Area (Ha)	0.4	
Overview / Existing Development	Small industrial units set within a wider employment cluster in Alton. Examples of occupiers include M Perkins & Sons (fabric producer and wholesaler) and A&S Engineering (specialist classic Rolls-Royce and Bentley engineers).	
Planning History	None of relevance.	
Access to main road network	Very good – less than 1km from the A31 via Mill Lane, avoiding town centre and residential uses.	Green
Public Transport Adjacency	High - c. 0.8km to nearest bus stop on Ashdell Road and c.1.0km to Alton railway station and station bus stops.	Green
Proximity to built-up areas, services and workforce	Good	Green
Quality and age of buildings	Poor – poorer quality units in comparison to others in the employment cluster. Aging buildings (1980s) showing signs of deterioration.	Red
Vacancy Rate	0% - No evident vacancy.	Green
Quality of Existing Environment	Average – a functional site with minimal landscaping. Limited car parking.	Yellow
Local character / proximity to incompatible uses	Good - The site lies within an established employment area, with industrial and office uses surrounding. The River Wey bounds the site to the south and the entire site lies within FZ 2.	Green
Market Attractiveness	Average/poor – Quality of units and environment is poorer than surrounding employment areas, however well-located in relation to the wider employment area and the A31 and units fully occupied.	Yellow

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Strategic Employment Site.

Delta Park		
Site ID	ELR-AL-020	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	Two terraces of small live/work units, between 1- and 2.5-storeys lying adjacent to other employment areas along Wilsom Road. Office space provided at ground level.	
Planning History	55854/002: Delta Park – Withdrawn planning application – Change of use from live/work units to class E/B8 commercial units. (Decision date 15/06/2023).	
Access to main road network	Average – c. 2.4 km from the A31 via Mill Lane, avoiding the town centre but travelling via residential uses along Wilsom Road.	
Public Transport Adjacency	High - c. 800m to Alton railway station. Nearest bus stops c. 300 m from the site on Wilsom Road served hourly.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Good – approx. 2000's buildings in good condition.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Good – a generally well-maintained site with some landscaping. Sufficient car parking provision and good internal circulation.	
Local character / proximity to incompatible uses	Good - Omega Park employment area to the north including industrial and office accommodation. Residential uses to the west. Undeveloped land to the south.	
Market Attractiveness	Good – A generally good-quality and well-occupied site providing small office space.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Integral House and HRH House, Mill Lane		
Site ID	ELR/AL-021	
		
Gross Site Area (Ha)	0.1	
Overview / Existing Development	Two office units which appear to be converted residential buildings. Primary occupier is Elkolet (a charitable organisation).	
Planning History	None of relevance.	
Access to main road network	Very good – less than 1km from the A31 via Mill Lane, avoiding town centre and residential uses.	
Public Transport Adjacency	Good - c. 0.8km to nearest bus stop on Ashdell Road and c.1.0km to Alton railway station and station bus stops.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average/Poor – aging buildings with some signs of requiring maintenance. Not purpose built, limiting flexibility.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average – a functional site, with no landscaping.	
Local character / proximity to incompatible uses	Good – Located within a well-established commercial area, however residential properties are located directly adjacent to the east. Approx. 50% of the site lies within FZ 2.	
Market Attractiveness	Average / poor – A visible site located within an established commercial area, however this is predominantly industrial. Building quality and age further reduce the attractiveness of the site to modern office occupiers, however the buildings are currently occupied.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Station Road 2 GU34 2GD		
Site ID	ELR/AL-022	
		
Gross Site Area (Ha)	0.3	
Overview / Existing Development	A cluster of small to medium industrial and office units located adjacent to Alton railway station car park. ARM Fibrous Plater Mouldings are a major occupier.	
Planning History	None of relevance.	
Access to main road network	Average - The site is within 2km of the A31. However, the site is not easily accessible from this, as vehicles must go through residential areas and the main town centre.	
Public Transport Adjacency	High - The site benefits from easy access to bus stops. These include the Train Station and Health Centre stops, both located circa 100m away, offering hourly services to the High Street and Guildford Bus Station (65), a once daily service to Petersfield Railway Station and Alton Station (38), and a morning bus to Holybourne Eggars School (64). The site is also about 100m from Alton railway station. This station offers frequent Southwestern Railway services (about every twenty minutes) to London Waterloo Station.	
Proximity to built-up areas, services and workforce	Very good.	
Quality and age of buildings	Average/Poor – Building age and quality varies across the units, however is generally average to poor.	
Vacancy Rate	0% - No evident vacancy.	

Quality of Existing Environment	Average/Poor – Layout of site is suboptimal and landscaping is minimal. Circulation tight, with narrow vehicular access to some units.	
Local character / proximity to incompatible uses	Poor – Whilst there are some further commercial uses to the east of the site beyond the retail use, the site is located adjacent to the station car park, retail and residential uses. One TPO lies on the boundary of the site.	
Market Attractiveness	Average – a functional but poorer quality site, generally supporting lower grade employment uses.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Borovere Business Park, Alton		
Site ID	ELR/AL-023	
		
Gross Site Area (Ha)	0.7	
Overview / Existing Development	Small industrial units located on the edge of Alton on a farm site. Occupiers include Town and Country Courriers Ltd and Xavio Design (Country Design Studio).	
Planning History	None of relevance.	
Access to main road network	Poor – approx. 1.3 km to the A31, however access to the site is constrained via a weight restricted, single-track lane (Borovere Lane). The route is also via residential areas.	
Public Transport Adjacency	Medium - The closest bus stop is located near the junction of Butts Road and Borovere Lane (c. 640m / 8 minute walk) and is served up to three times per hour by bus routes 38/64/208. Alton railway station is located c. 1.6 km from the site (approx. 25 minute walk).	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Good – 2000s units in a good condition.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average – a functional site, with portions of non-paved gravel car park.	
Local character / proximity to incompatible uses	Poor – Few commercial uses nearby. The employment site is part of Borovere Farm, with agricultural fields to the south and east and residential uses to the north and west. No further constraints identified.	

Market Attractiveness	Average – not visible from a main highway with constrained access, however units are in good condition and are well occupied.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. The site boundary should be amended to exclude the agricultural buildings to the rear of the site which are not in employment use.	

Bentley

Bentley Business Park		
Site ID	ELR/BEN-001	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	One terrace of one-storey industrial units, and one two-storey office building.	
Planning History	None of relevance.	
Access to main road network	Good – access from London Rd (off the A31, approx. 1.3km).	
Public Transport Adjacency	Medium - Closest bus stop located on Bentley Lodge on London Rd with approx. hourly services. Bentley railway station (approx. 1.9 km from the site) has regular train services to Waterloo in approximately 70 minutes.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Poor – both buildings poorer quality. Industrial units in particular are poorly maintained.	
Vacancy Rate	25-50% - multiple units appeared vacant.	
Quality of Existing Environment	Poor - No landscaping, poor circulation. Narrow entrance not suitable for all vehicles, e.g. HGVs.	
Local character / proximity to incompatible uses	Poor – site adjoins residential uses and a Conservation Area.	
Market Attractiveness	Poor – high level of vacancy, poorly maintained units, difficult access. Not visible from road.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Bentley Industrial Centre		
Site ID	ELR/BEN-002	
Gross Site Area (Ha)	0.3	
Overview / Existing Development	Small, one-storey industrial units.	
Planning History	None of relevance.	
Access to main road network	Good – access from London Rd (off the A31, approx. 1.3km).	
Public Transport Adjacency	Medium - Closest bus stop located on Bentley Lodge on London Rd with approx. hourly services. Bentley railway station (approx. 1.9 km from the site) has regular train services to Waterloo in approximately 70 minutes.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average – 1990s units, reasonably well-maintained.	
Vacancy Rate	<10% - Most units appear actively used.	
Quality of Existing Environment	Average – a functional site with minimal landscaping, relatively limited parking provision.	
Local character / proximity to incompatible uses	Poor - Residential areas adjacent to the east and north, including residential requiring access through the site.	
Market Attractiveness	Average – a relatively well-used site, visible from the main road and with reasonable appearance.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		

Recommendation	Safeguard as a Local Employment Site.
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Four Marks and South Medstead

The Stone Yard, Alton Lane, GU34 5AJ		
Site ID		ELR/FM-001
		
Gross Site Area (Ha)	0.5	
Overview / Existing Development	Site with several units with occupiers including ECS Heating Store, Man with a Pan (catering service), The Dress Boutique (retail), Kitchen Lifestyles.	
Planning History	Warehouse with ancillary offices and new roof to existing unit (as amended by plans received 23 October 2020). - App ref: 58468/001. New office/warehouse unit. - App ref: 55138/005.	
Access to main road network	Good - Access off Alton Lane, closest A road is A31 (1km from site), however access via built up area. Access to site down a narrow single track road.	
Public Transport Adjacency	Low - Closest bus stop is Telegraph Lane, located on the A31.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Good – buildings appear to be 2000s onwards, and of good quality.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Good – generally well-maintained site with sufficient car parking provision, good quality internal road/parking surfaces.	

Local character / proximity to incompatible uses	Average – Located next to a garden centre. Residential opposite the site. Undeveloped land to the south and east of the site.	
Market Attractiveness	Good – A generally good quality and well-used site.	
Potential intensification/development opportunities within current site boundaries	Potential for intensification within the boundaries.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Lymington Farm Industrial Estate		
Site ID	ELR-FM-002	
		
Gross Site Area (Ha)	0.8	
Overview / Existing Development	A fragmented site with a mix of uses, predominantly in retail use with some industrial space.	
Planning History	App ref: 56936 – Five units for A1, A2 & B1 (office), and seven residential units following demolition of existing commercial building. App ref: 23291/031 - Outline planning application with all matters reserved except for access for the provision of up to 550sqm of class E space for indoor sports development. – pending decision.	
Access to main road network	Poor - Site is based on Lymington Bottom Rd, off the A31, however access through narrow, single lane underneath a railway bridge.	
Public Transport Adjacency	Medium - Closest bus station is Lymington Bottom, located a 5-minute walk from the Site.	
Proximity to built-up areas, services and workforce	Poor.	
Quality and age of buildings	Very poor – the remaining buildings in industrial use are very poor shed-like structures.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Poor – a very poorly laid-out site, industrial units require access via residential roads.	

Local character / proximity to incompatible uses	Poor – a GP surgery to the north, residential surrounding the remainder of the site.	
Market Attractiveness	Poor – a fragmented site with a wide mix of uses. The remaining employment uses are located in poor quality units.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	No recommendation.	

Hazel Road Industrial Estate		
Site ID	ELR/FM-003	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	Several industrial units with car parking provision. Occupiers include Four Marks Self Storage, Alton Sports and Tool & Plant Hire.	
Planning History	None of relevance.	
Access to main road network	Very good - Located directly off the A31.	
Public Transport Adjacency	Medium - Bus stop outside Site (Oakgreen Parade) with multiple services per hour.	
Proximity to built-up areas, services and workforce	Good.	
Quality and age of buildings	Average - 2000s buildings in good condition.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average – a basic site. Car parking provision adequate at time of visit, however when units more active may be tight.	
Local character / proximity to incompatible uses	Average - Site is surrounded by commercial/retail units to the west and residential uses to the east and southeast area.	
Market Attractiveness	Average – Average quality stock, well-located in relation to the A31.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Station Approach		
Site ID	ELR/FM-004	
		
Gross Site Area (Ha)	0.8	
Overview / Existing Development	Industrial units of various sizes (small-medium).	
Planning History	None of relevance.	
Access to main road network	Good - Located on Station Approach, off the A31 (Winchester Rd) although access via residential road. Narrow access and difficult junction into site.	
Public Transport Adjacency	Medium - The closest bus stop (Oakgreen Parade) is on Winchester Rd, a short walk from the site.	
Proximity to built-up areas, services and workforce	Good.	
Quality and age of buildings	Average – 1970s buildings in reasonable condition.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average – A functional site with plenty of car parking provision.	
Local character / proximity to incompatible uses	Good - Surrounded by residential uses, off the A31 connecting to the main road network.	
Market Attractiveness	Poor – An enclosed and relatively fragmented site, not visible.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Dukes Mill		
Site ID	ELR/FM-005	
		
Gross Site Area (Ha)	0.5	
Overview / Existing Development	A relatively large industrial unit.	
Planning History	None of relevance.	
Access to main road network	Average - Access to the site off Station Approach, short drive from A31, however access through narrow, single lane underneath a railway bridge.	
Public Transport Adjacency	Low – closest bus stops on A31.	
Proximity to built-up areas, services and workforce	Good.	
Quality and age of buildings	Good – 1980s building generally in good condition.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average/poor – Plenty of parking, waste materials in yard.	
Local character / proximity to incompatible uses	Good - Commercial units to the west of the site and residential unit to the east. Agricultural land uses to the north of the site.	
Market Attractiveness	Average – an average quality site, appearing to be well-occupied.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as Local Employment Site

Mansfield Business Park		
Site ID		ELR/FM-006
		
Gross Site Area (Ha)		0.6
Overview / Existing Development		Several 2-storey office units.
Planning History		App ref: 20253/022 – previous refused planning application for 6 flats on the north area of the site.
Access to main road network		Average - Access to the site off Station Approach, short drive from A31, however access through narrow, single lane underneath a railway bridge.
Public Transport Adjacency		Low – closest bus stops on A31.
Proximity to built-up areas, services and workforce		Good.
Quality and age of buildings		Good – Good quality, relatively modern office stock.
Vacancy Rate		0% - No evident vacancy.
Quality of Existing Environment		Good – a well-maintained site with sufficient parking provision.
Local character / proximity to incompatible uses		Good – located in mainly employment area.
Market Attractiveness		Good – good-quality office units which appear to be successfully let.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		

Recommendation	Safeguard as a Local Employment Site. Amend the boundary to exclude the area of recent residential development.
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Woodlea Park		
Site ID	ELR/FM-007	
		
Gross Site Area (Ha)	0.7	
Overview / Existing Development	An industrial estate comprising small-medium sized units. ArrowSmith Engineering are a major occupier, occupying at least 7 of the units at the site.	
Planning History	App ref: 57770 – Change of use from B1/2 to D2.	
Access to main road network	Average - Access to the site off Station Approach, short drive from A31, however access through narrow, single lane underneath a railway bridge.	Yellow
Public Transport Adjacency	Low – closest bus stops on A31.	Red
Proximity to built-up areas, services and workforce	Good.	Green
Quality and age of buildings	Good – relatively modern industrial units.	Green
Vacancy Rate	<10% - one unit vacant at time of assessment (Unit 16).	Green
Quality of Existing Environment	Good – generally well-maintained site, Unit 16 less well-maintained due to vacancy.	Green
Local character / proximity to incompatible uses	Average – located in an area with other employment uses nearby.	Yellow
Market Attractiveness	Good – modern industrial units, well-used.	Green
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Beverley Court, Five Ash Road, GU34 5EJ		
Site ID		ELR/FM-008
		
Gross Site Area (Ha)		0.3
Overview / Existing Development		A small site with some basic shed-like employment units. The southern side of the site is now in use as a caravan site.
Planning History		App ref: 59227 – change of use to provide 15 caravan pitches.
Access to main road network		Average - Site located off Five Ash Rd, 1.4 km from the A31, however access via a narrow single-lane road under railway bridge.
Public Transport Adjacency		Medium - Approx. 15-minute walk to the closest bus stop (Lymington Bottom).
Proximity to built-up areas, services and workforce		Poor.
Quality and age of buildings		Poor – aged, shed-like structures – unlikely to be insulated. Showing signs of wear and tear.
Vacancy Rate		0% - No evident vacancy.
Quality of Existing Environment		Average – narrow, single-track access into site, small site with tight circulation.
Local character / proximity to incompatible uses		Poor - Area surrounding site are mainly residential uses.
Market Attractiveness		Poor – low quality site, with poor access via residential area and narrow site access.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		

Recommendation	Amend boundary to exclude the area on the southern side of the site being used as a caravan site.
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Estevan, Stoney Lane, Medstead, GU34 5EL		
Site ID		ELR/FM-009
		
Gross Site Area (Ha)		0.3
Overview / Existing Development		Small industrial units located on a farm site.
Planning History		None of relevance.
Access to main road network		Very poor – access to site via Stoney Lane – a narrow, single-track country lane.
Public Transport Adjacency		Medium - Approx. 15-minute walk to the closest bus stop (Lymington Bottom).
Proximity to built-up areas, services and workforce		Poor.
Quality and age of buildings		Average – buildings in variable condition.
Vacancy Rate		0% - No evident vacancy.
Quality of Existing Environment		Average – plenty of parking.
Local character/proximity to incompatible uses		Poor – located in a residential area but with no local shop/service nearby.
Market Attractiveness		Average – transport accessibility is low and area surrounding site is a residential area. Quality of site average on the whole.
Potential intensification/development opportunities within current site boundaries		Potential for further expansion on the western side.
Overall Recommendation		
Recommendation		No recommendation.

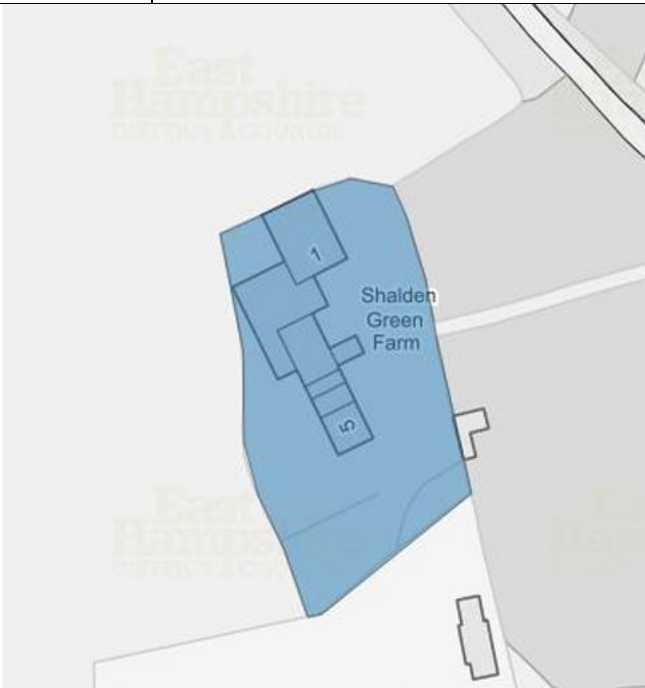
Redhill Farm, Red Hill, Medstead, GU34 5EE		
Site ID		ELR/FM-010
		
Gross Site Area (Ha)		0.5
Overview / Existing Development		A mix of building types at a farm location. Open storage to the rear of the site.
Planning History		None of relevance.
Access to main road network		Average - Located on Red Hill, 1.1km from the A31 via residential area.
Public Transport Adjacency		Medium - Closest bus stop on A31 with multiple services per hour.
Proximity to built-up areas, services and workforce		Poor.
Quality and age of buildings		Average/poor – quality varies, some poor quality portakabin/shed-type units.
Vacancy Rate		0% - No evident vacancy.
Quality of Existing Environment		Average – a sloped site with difficult access/circulation. Minimal landscaping. Adequate parking.
Local character / proximity to incompatible uses		Poor – a rural location with agricultural uses surrounding and some residential properties.
Market Attractiveness		Average – a well-used site offering average quality employment space and open storage facilities. Reasonable appearance.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		Safeguard as Local Employment Site.

Rural Areas

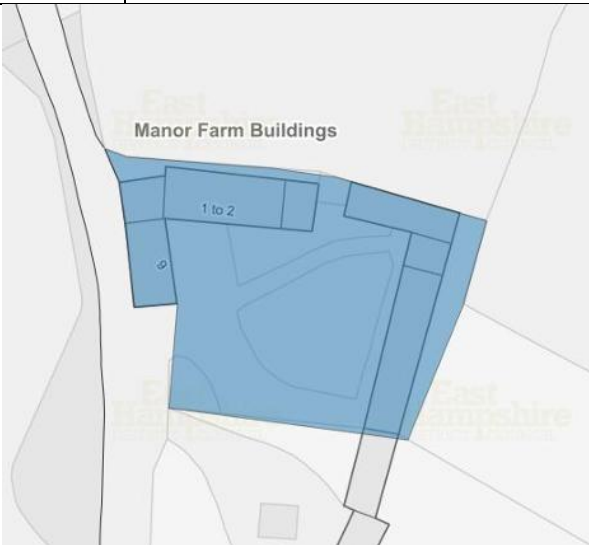
Wield Yard, Yew Tree Lane, Lower Wield, SO24 9AJ		
Site ID	ELR/RA-002	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	Rural site occupied by Hattingley Valley Winery.	
Planning History	None of relevance.	
Access to main road network	Very poor - Approx. 6.4 km to the A31. Route involves travel via single lane country roads.	
Public Transport Adjacency	Low - Approx. 0.8 km to the nearest bus stop (Berrywood Lane opposite Rushmoor Lane) served once daily by bus route 41.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Very good – well-maintained buildings.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Very good – An attractive, well-maintained site.	
Local character / proximity to incompatible uses	Poor - A rural location with some residential properties nearby. No other constraints identified.	
Market Attractiveness	Good – A high-quality, attractive site. Accessibility may limit the site's attractiveness for some alternative uses to its current use as a winery.	
Potential intensification/development opportunities within current site boundaries	None identified.	

Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Aylesfield Farm, Froyle Road, Shalden, GU34 4BY		
Site ID	ELR/RA-003	
		
Gross Site Area (Ha)	0.5	
Overview / Existing Development	A courtyard of former stable-type buildings.	
Planning History	None of relevance.	
Access to main road network	Very poor - 6.6 km to the A31 via residential areas of Alton.	
Public Transport Adjacency	Low - Closest bus stop located approx. 1.1 km from the site (Powntley Copse) served hourly by bus route 13.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Good – Well-kept buildings.	
Vacancy Rate	0% - No units being actively marketed at time of visit.	
Quality of Existing Environment	Good – A well-maintained site with sufficient parking.	
Local character / proximity to incompatible uses	Poor - A rural site with farmland and a residential farmhouse adjacent.	
Market Attractiveness	Average – a good quality site, but located remotely with limited amenities nearby.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Shalden Green Farm, Shalden Green, GU34 4DT	
Site ID	ELR/RA-004
	
Gross Site Area (Ha)	0.4
Overview / Existing Development	Industrial site located rurally at Shalden Green.
Planning History	None of relevance.
Access to main road network	Very poor – 7.2 km to the A31 via residential areas of Alton.
Public Transport Adjacency	Low - Closest bus stop located approx. 1.9 km from the site (Powntley Copse) served hourly by bus route 13.
Proximity to built-up areas, services and workforce	Very poor
Quality and age of buildings	Very poor – poorly maintained, low quality buildings.
Vacancy Rate	0% - no evident vacancy at time of visit.
Quality of Existing Environment	Very Poor – a low-quality site. Unpaved site access, lack of signage, poorly maintained.
Local character / proximity to incompatible uses	Poor - A rural site with farmland and a residential farmhouse adjacent.
Market Attractiveness	Very Poor – A generally unattractive site in a remote location.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	No recommendation.

Derby Dell Buildings, Lasham, GU34 5RX		
Site ID		ELR/RA-005
		
Gross Site Area (Ha)		1.0
Overview / Existing Development		Former dairy farm with agricultural buildings converted into business space, comprising small workshops and storage units.
Planning History		None of relevance.
Access to main road network		Average – 200m from A339, however local access via a narrow lane.
Public Transport Adjacency		Low – Bus stop located at Lasham Cross Roads served infrequently by bus route 208.
Proximity to built-up areas, services and workforce		Poor
Quality and age of buildings		Average – Building condition is satisfactory.
Vacancy Rate		0% - No units being actively marketed at time of visit.
Quality of Existing Environment		Average – a functional site with limited visual quality.
Local character / proximity to incompatible uses		Poor – a rural area with agricultural fields surrounding the site and an agricultural building adjacent.
Market Attractiveness		Poor – a remote site, lacking in local facilities.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		Safeguard as a Local Employment Site.

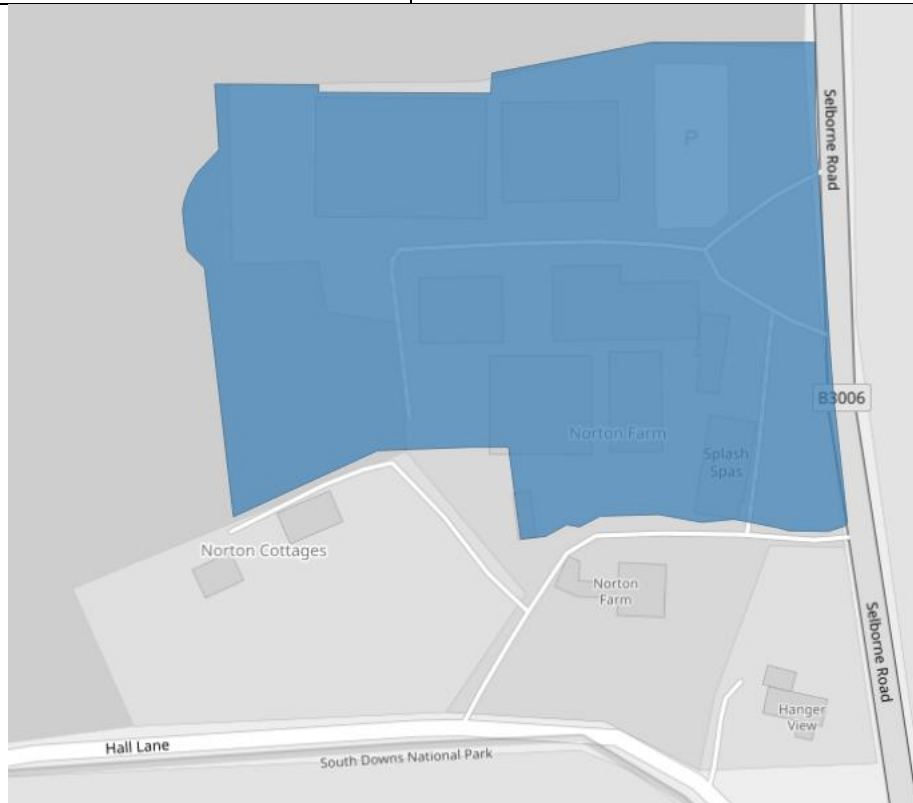
Manor Farm Buildings, Lasham, GU34 5SL		
Site ID		ELR/RA-006
		
Gross Site Area (Ha)		0.2
Overview / Existing Development		Converted farm buildings providing small scale premises for SMEs.
Planning History		None of relevance.
Access to main road network		Very Poor – 1.6km to the A339 however local access via narrow country lanes and residential areas of Lasham.
Public Transport Adjacency		Low – Bus stop located approx. 1.6 km away at Lasham Cross Roads served infrequently by bus route 208.
Proximity to built-up areas, services and workforce		Average
Quality and age of buildings		Good – older buildings but reasonably well-maintained.
Vacancy Rate		0% - No evidence of marketing at time of assessments.
Quality of Existing Environment		Average – A relatively attractive site, however layout and circulation is not optimal.
Local character / proximity to incompatible uses		Poor - A rural location located south of Lasham Airfield. 2 Grade II listed buildings adjacent (Manor Farmhouse (residential)) and Granary 10m North East of Manor Farmhouse.
Market Attractiveness		Poor – the site is located remotely with poor access via road and public transport. Despite this, the site plays a role in providing small scale employment space for local SMEs.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		No recommendation.

Lasham Industrial Park, Highfield Site, GU34 5SQ		
Site ID	ELR/RA-007	
		
Gross Site Area (Ha)	1.1	
Overview / Existing Development	A small industrial site located adjacent to Lasham Airfield.	
Planning History	App Ref: 20158/019. Granted Planning Application, Decided 14/05/2023 for the development of 4 industrial units.	
Access to main road network	Very poor – 1.6 km to the A339, however local access is via narrow country lanes and residential areas.	
Public Transport Adjacency	Low - Bus stop located approx. 1.8 km away at Lasham Cross Roads served infrequently by bus route 208. No pedestrian footway.	
Proximity to built-up areas, services and workforce	Very poor	
Quality and age of buildings	Average – ages vary, quality generally reasonable.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average - Plenty of parking, but an unattractive site with untidy uses spilling out into car park.	
Local character / proximity to incompatible uses	Poor – a rural site, Lasham Airfield to the north, agricultural fields to the south. One residential property adjacent.	
Market Attractiveness	Poor – a functional but relatively isolated site with poor transport connections.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

West End Farm ('The Old Dairy'), Upper Froyle		
Site ID	ELR/RA-008	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	Converted agricultural buildings/barns including office and industrial/workshop/storage space. Occupiers include Tek-Tanks Ltd (plastic tank manufacturer), Rawles Motorsport Ltd (vehicle restoration) and Macallan Penfold (architects).	
Planning History	App Ref: 22111/033. Granted Planning Application. Decision Date: 28/10/2014. Change of use from a redundant farm storage building to B8 storage and distribution. Implemented. App Ref: 22111/032. Refused. Decision Date: 29/04/2013. Change of use from redundant farm storage building and a farm office from agricultural use for storage, to the supply, servicing and hire of trailers with ancillary sales.	
Access to main road network	Very good - 0.6km to A31. Access not clear from Ryebridge Lane.	
Public Transport Adjacency	Low – bus stop adjacent to the site (West End Farm) served infrequently by the 206 service (approx. 3 times per day). Alternative bus stop 0.6km away served by the 65 approx. hourly.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – older buildings, relatively well-maintained.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Good – attractive site with adequate car parking and circulation.	
Local character / proximity to incompatible uses	Average – a rural location adjacent to agricultural fields and residential properties. Approx. half the	

	site lies within a conservation area and there is one Grade II listed property on site.	
Market Attractiveness	Average – Relatively attractive site with good connections by road. Not visible, converted agricultural buildings which may not provide sufficient flexibility for modern businesses.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Consider amending the site boundary to include the units occupied by Rawles Motorsport Ltd. to the south of the currently defined area.	

Norton Farm, Alton		
Site ID	ELR/RA-009	
		
Gross Site Area (Ha)	2.1	
Overview / Existing Development	A former farm offering a variety of commercial premises. Predominantly industrial units, with some office accommodation occupied by NFU Mutual.	
Planning History	App Ref: 57946. Granted planning application, decision date: 16/11/2018. Change of use and provision of B8 warehouse following demolition of existing silage barn.	
Access to main road network	Average - c. 3.9 km to A339 via B3006.	
Public Transport Adjacency	Low - Bus stop at site entrance, however services are infrequent (c. 4 times per day).	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Good – Generally good quality, relatively modern business premises.	
Vacancy Rate	10-25% – 3 units to let at time of assessment (Meadow Barn, Unit 1 and Unit 3 totalling 1,278 sqm).	
Quality of Existing Environment	Good – A generally attractive site with plenty of car parking and good circulation.	
Local character / proximity to incompatible uses	Poor - The site is surrounded by agricultural fields and lies on the border of the SDNP.	

Market Attractiveness	Good – good quality commercial premises, however located remotely with very limited local facilities.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Hartley Business Park, GU34 3HS		
Site ID	ELR/RA-010	
		
Gross Site Area (Ha)	2.0	
Overview / Existing Development	A fragmented site located on Selborne Road offering a variety of premises.	
Planning History	App ref: 60421, Granted Planning Application. Decision Date: 12/08/2024. Change of use of part of grain store from agricultural to use class B8. App ref: 22267/203. Granted Planning Application. Decision Date: 11/04/2022. Construction of replacement multipurpose building (including shop, café and office class E). App ref: 57453. Granted Planning Application. Decision Date: 29/09/2017. Replacement building for B8 storage and distribution and B1(c) light industrial use following demolition of existing building.	
Access to main road network	Average – c. 3.0 km to A339 via B3006.	
Public Transport Adjacency	Low - Bus stop at site entrance, however services are infrequent (c. 4 times per day).	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – Varies across the site but average quality on the whole.	

Vacancy Rate	<10% - 3 units actively being marketed at time of assessment: Unit 8A (50 sqm office), Units 1 and 3 The Blue Barn (totalling c. 150 sqm).	
Quality of Existing Environment	Average – A functional site with limited landscaping.	
Local character / proximity to incompatible uses	Poor – a rural site surrounded by agricultural fields.	
Market Attractiveness	Good/Average – A visible, well-used site with units of varying quality.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Northbrook Farm		
Site ID	ELR/RA-011	
		
Gross Site Area (Ha)	1.2	
Overview / Existing Development	A former farm, now providing office/manufacturing/workshop/industrial space for business use. Porto Romano (manufacturer of lighting and furniture pieces) are a major occupier, occupying both workshop and office space.	
Planning History	App Ref: 54382/001. Granted planning application. Decision Date: 02/03/2021. Single storey extension to existing offices. App Ref: 20041/027. Granted planning application. Decision date: 21/04/2017. New buildings for use within class B1 and incidental class B8.	
Access to main road network	Very good – 300m from the A31. To note, no westbound access upon leaving site.	Green
Public Transport Adjacency	Low – rural site with very limited accessibility via public transport.	Red
Proximity to built-up areas, services and workforce	Average	Yellow
Quality and age of buildings	Very good – generally good/very good with some recently built extensions. Buildings c.2000's and later.	Green
Vacancy Rate	0% - No vacancy.	Green
Quality of Existing Environment	Good – A well-maintained and attractive site with sufficient parking.	Light Green
Local character / proximity to incompatible uses	Poor – a rural area with agricultural fields surrounding the site. Two Grade II listed buildings directly adjacent to the site, plus a number of others nearby.	Red

Market Attractiveness	Good – good quality units with very good access via road, but poor public transport accessibility. Relatively isolated from any settlement.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Rear of Woodpecker Old Odiham Road	
Site ID	ELR/RA-012
	
Gross Site Area (Ha)	0.3
Overview / Existing Development	Small industrial units located off Old Odiham Road.
Planning History	App Ref: 20172/025. Granted planning application. Decision date: 18/02/2013. Change of use to B1 and new extension after demolition of part of building.
Access to main road network	Poor – c. 4.3 km to A339. Poor access to the site via narrow residential roads and a narrow access road onto the site.
Public Transport Adjacency	Low – no accessibility via public transport.
Proximity to built-up areas, services and workforce	Very poor
Quality and age of buildings	Poor – poor quality buildings, poorly maintained.
Vacancy Rate	0% - No properties being actively marketed at time of assessment.
Quality of Existing Environment	Very Poor – Untidy, generally unattractive site.
Local character / proximity to incompatible uses	Poor – A predominantly residential area with residential properties to the west and ancient woodland to the east.
Market Attractiveness	Very Poor – A generally poor-quality site, with poor accessibility via road and public transport.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	No recommendation.

Cheeks Farm, Crondall Road		
Site ID	ELR/RA-013	
		
Gross Site Area (Ha)	0.7	
Overview / Existing Development	Converted agricultural buildings providing workshop type business accommodation. Occupiers include Arcana Cabinet Makers and Farnham Upholstery.	
Planning History	None of relevance.	
Access to main road network	Very Poor – 1.6km to the A31, however local access is via narrow country lanes.	
Public Transport Adjacency	Low – the site is inaccessible via public transport.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average - 19 th century agricultural buildings, appear to lack insulation.	
Vacancy Rate	0% - no active marketing of units at time of assessment.	
Quality of Existing Environment	Average – a functional site, poor quality internal road surfaces.	
Local character / proximity to incompatible uses	Poor – a rural location with residential buildings adjacent to the north and west and agricultural fields to the east and south. Solar farm located south of the site.	
Market Attractiveness	Average - Very low level of activity on site at time of visit, although units appear to be occupied. Average quality site and buildings, however access is very poor via road and public transport.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Bellhanger Enterprises		
Site ID	ELR/RA-014	
		
Gross Site Area (Ha)	0.7	
Overview / Existing Development	Industrial units located in Bentworth providing premises for SMEs.	
Planning History	None of relevance.	
Access to main road network	Good - c. 600m to the A339.	
Public Transport Adjacency	Low - Bus stop located c. 500 m from the site (Glebe Fields), however services are very infrequent (approx. 2 per day).	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – Building quality satisfactory.	
Vacancy Rate	0-10% - One unit to let at time of assessment. Unit 5 – approx. 92 sqm.	
Quality of Existing Environment	Good – set in an attractive location with countryside views, plenty of parking.	
Local character / proximity to incompatible uses	Poor – rurally located, with agricultural fields surrounding the site and two residential properties neighbouring.	
Market Attractiveness	Average – Overall an average quality site, with good road accessibility but poor public transport accessibility.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Solridge Business Park		
Site ID	ELR/RA-017	
		
Gross Site Area (Ha)	0.4	
Overview / Existing Development	Small units suitable for local SMEs. Occupiers include Forever Cake Creations, Pottery Pantry and Cow Shed Café.	
Planning History	App Ref: 57548. Granted planning application. Decision Date: 28/12/2017. Change of use from class B1c to pottery and craft studio, with tearoom and ancillary retail.	
Access to main road network	Poor – c. 1.1 km from A31, however local access via narrow country lanes.	
Public Transport Adjacency	Low - Average of 2 bus services per hour from Gravel Lane bus stop (c. 1.3km from the site).	
Proximity to built-up areas, services and workforce	Very poor	
Quality and age of buildings	Average/Poor – 1990s/2000s wooden units with corrugated roofs.	
Vacancy Rate	0-10% - Difficult to assess. Signage at front of site advertising property to let although looks aged.	
Quality of Existing Environment	Average – a fragmented site with limited landscaping, but plenty of car parking.	
Local character / proximity to incompatible uses	Poor – the site is located rurally with agricultural fields surrounding. There are also a number of residential properties neighbouring the site.	

Market Attractiveness	Average - A well-occupied and active site, however accessibility is poor and the layout of the site is sub-optimal.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Boundary should be amended to include the unit to the west of the current boundary which is in employment use.	

Ranch Farm, Willis Lane, Four Marks		
Site ID	ELR/RA-018	
		
Gross Site Area (Ha)	1.4	
Overview / Existing Development	A former poultry unit, now converted to an Industrial Park consisting of small units. A large number of motor-related occupiers – e.g. vehicle repairs and servicing. A large portion of the site used for open storage of vehicles etc.	
Planning History	App ref: 30065/030. Change of use of land for continued running of waste transfer station and erection of canopy.	
Access to main road network	Poor – Over 2km to A31 with some pinch points on access road and narrow site access.	
Public Transport Adjacency	Low – site inaccessible via public transport.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – buildings vary in age and quality.	
Vacancy Rate	0% - No evident vacancy at time of assessment.	
Quality of Existing Environment	Average – relatively good quality environment with a well-maintained car park. Circulation is tight, however the car park is generally well organised.	
Local character / proximity to incompatible uses	Poor - A rural site, with a golf course adjacent to the east and south. Residential properties to the north. The remainder of the site is surrounded by agricultural fields.	

Market Attractiveness	Average/poor – An actively used but fragmented site with poor accessibility.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

High Acres, Willis Lane, Four Marks		
Site ID	ELR/RA-019	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	A narrow site located between two residential properties. Occupiers include Alton Vehicle Hire, Lane Willis (self-storage) and My Doggy Daycare.	
Planning History	App Ref: 30005/003. Granted Planning Application. Decision Date: 24/06/2022. Change of use of an existing stable building and associated paddock area to a sui generis use as part of a doggy daycare operation.	
Access to main road network	Average – c. 1.8km to A31, however some pinch points on local access roads.	Yellow
Public Transport Adjacency	Low – site inaccessible via public transport.	Red
Proximity to built-up areas, services and workforce	Very poor	Red
Quality and age of buildings	Average - The main unit on site is approx. 1990s and of average quality.	Yellow
Vacancy Rate	0% - No evident vacancy at time of assessment.	Green
Quality of Existing Environment	Average – generally average quality environment, unpaved car park areas.	Yellow
Local character / proximity to incompatible uses	Poor – residential properties to the east, west and south. Ranch Farm employment site to the south. Open fields to the north.	Red

Market Attractiveness	Average – A functional site of average quality. Not visible from the main road.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Extend the current site boundary to include the area of the site accommodating self-storage containers adjacent to Willis Lane.	

Lyeway Farm, Lyeway Lane, SO24 0DD		
Site ID		ELR/RA-024
		
Gross Site Area (Ha)		0.6
Overview / Existing Development		Traditional stone agricultural buildings providing a range of business premises. Cold Control (air conditioning and refrigeration company) appear to occupy all of the units onsite.
Planning History		None of relevance.
Access to main road network		Very poor – c. 3.5 km to A31, however local access is via very narrow country lanes.
Public Transport Adjacency		Low – the site is inaccessible via public transport.
Proximity to built-up areas, services and workforce		Poor
Quality and age of buildings		Good – the former agricultural buildings are well-maintained, providing good quality premises.
Vacancy Rate		0% - no evident vacancy at time of assessment.
Quality of Existing Environment		Good – an attractive site, good circulation and parking.
Local character / proximity to incompatible uses		Poor – located rurally, with agricultural fields and buildings adjacent.
Market Attractiveness		Good – a relatively attractive site with well-maintained premises, however access to the site is poor. The location of the site is very remote.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		Safeguard as a Local Employment Site. Consider amending the boundary to exclude the portion of the site that remains in agricultural use.

Sylcombe Farm, Petersfield Road, Ropley, SO24 0EF		
Site ID	ELR/RA-025	
	 The map shows Sylcombe Farm with several industrial units highlighted in blue. Labels include 'Sylcombe Farm', 'Unit 4', 'Farm', 'Weighbridge', and 'Track'. The units are situated along a road, with a track running alongside them.	
Gross Site Area (Ha)	1.5	
Overview / Existing Development	Industrial/storage units, with container/open storage to the rear.	
Planning History	App Refs: 22260/21 (Granted 08/12/2022) – Storage unit within use class B8 22260/020 (Granted 17/09/2021) – Two detached, two storey building to provide six start up units within use class B2 and E(g). 59178 (Granted 30/04/2021) – New building for storage (B8) use and ancillary use of the land. 22260/018 (Granted 26/03/2020) – Change of use from storage and packaging (B1) to furniture manufacturing (B2). 22260/017 (Granted 15/01/2016) – Industrial building for maintenance of company vehicles.	
Access to main road network	Good - c. 0.6km to A31. Access road relatively narrow, via residential properties.	
Public Transport Adjacency	Medium - Approx. 2 buses per hour from Petersfield Road stop, c. 0.8 km from the site.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Very good – the majority of units have been recently constructed, providing modern industrial	

	units. Sizes of units vary, with some provision of small-scale terraced units for start-ups.	
Vacancy Rate	25-50% - however many of the units are vacant as they have only recently been completed or are in the final stages of construction/fit-out.	
Quality of Existing Environment	Good – the areas of the site that have recently been developed are of high quality. The rear of the site is being used for container storage and storage of construction materials and is therefore of lower quality.	
Local character / proximity to incompatible uses	Poor – located rurally, with fields surrounding the site to the north, east and south. Home Farm lies to the west of the site, also offering employment premises.	
Market Attractiveness	Good – High quality industrial units built recently, catering to a range of different occupier sizes. The site is remote, with limited local services.	
Potential intensification/development opportunities within current site boundaries	Potential for further units to be constructed towards the rear (southern side) of the site.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

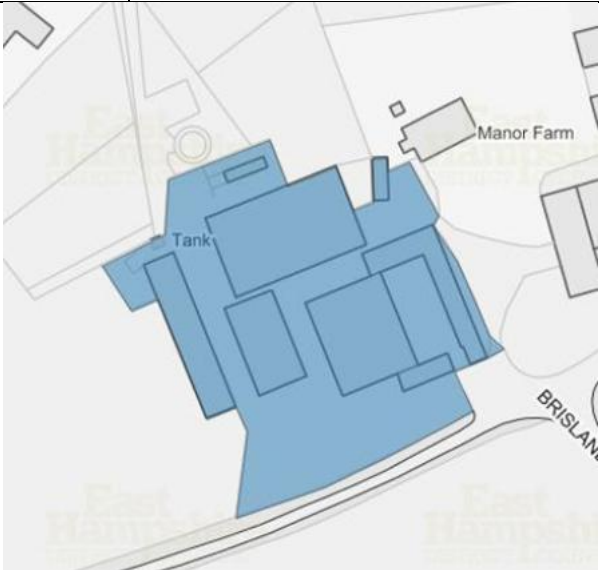
Home Farm, Petersfield Road, SO24 9SQ		
Site ID	ELR/RA-026	
		
Gross Site Area (Ha)	1.1	
Overview / Existing Development	A former agricultural site, with converted agricultural buildings forming a number of low rise workshop units, plus a number of industrial/storage units. One unit under construction at time of assessment.	
Planning History	App ref: 24003/028 (Granted 06/06/2019) – New B1(a), B1(c) commercial building. 24003/025. Granted (22/06/2012) – Retrospective conversion of agricultural building to 2 units for B1(a), B1(b) and B1(c) use.	
Access to main road network	Good - c. 0.6km to A31. Access road relatively narrow, via residential properties.	
Public Transport Adjacency	Medium - Approx. 2 buses per hour from Petersfield Road stop, c. 0.8 km from the site.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good/Average – mix of building ages.	
Vacancy Rate	0% - No vacancy evident at time of assessment.	
Quality of Existing Environment	Good – A tidy, well-kept site. Well-landscaped.	
Local character / proximity to incompatible uses	Good – A rural location, however there are employment uses on the site adjacent, including recently built modern units.	
Market Attractiveness	Good – A generally good quality site, slightly fragmented. Good access by road, and a nearby bus route on the A31.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Winton Farm, Ropley, S024 0HB		
Site ID		ELR/RA-027
		
Gross Site Area (Ha)		0.5
Overview / Existing Development		Industrial/light industrial units located rurally at Winton Farm.
Planning History		None of relevance.
Access to main road network		Very Poor - c. 2.1 km to A31. Access road narrow.
Public Transport Adjacency		Low – site inaccessible via public transport.
Proximity to built-up areas, services and workforce		Poor
Quality and age of buildings		Average.
Vacancy Rate		0% - No evident vacancy at time of assessment.
Quality of Existing Environment		Average – gravel access road, insufficient parking.
Local character / proximity to incompatible uses		Poor – a rurally located site with agricultural land surrounding. Some residential uses nearby. A TPO on south-western corner of site.
Market Attractiveness		Poor – a remote site with relatively poor access via road and public transport.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		No recommendation.

Chase Farm, Gilbert Street, Ropley		
Site ID	ELR/RA-028	
		
Gross Site Area (Ha)	0.3	
Overview / Existing Development	Offices attached to dwelling.	
Planning History	None of relevance.	
Access to main road network	Very Poor – c. 1.6km to A31, however local access is very poor via narrow, constrained roads with narrow passing points.	
Public Transport Adjacency	Low – nearest bus stop (Brislands Lane) is located 1.4km from the site (approx. 19-minute walk, absence of pedestrian footpaths).	
Proximity to built-up areas, services and workforce	Very poor	
Quality and age of buildings	Average.	
Vacancy Rate	0% - No evident vacancy at time of assessment.	
Quality of Existing Environment	Average – reasonable appearance, limited parking.	
Local character / proximity to incompatible uses	Poor – a rural location with some residential properties nearby.	
Market Attractiveness	Average – an isolated site with limited local services and poor access. Buildings are in satisfactory condition and the site has a reasonable appearance overall.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	No recommendation.	

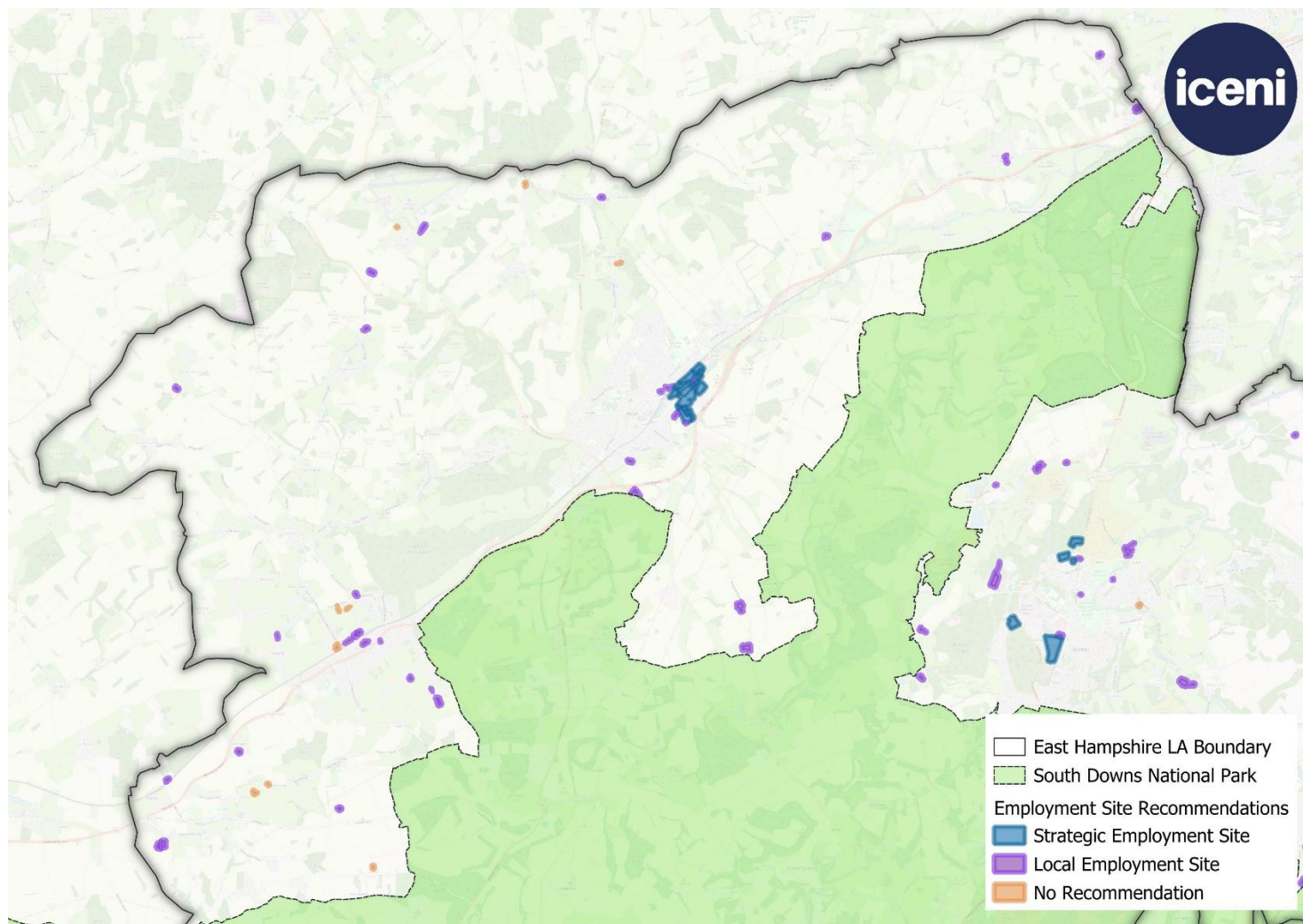
Gilbert Street Farm, Gilbert Street, Ropley, SO24 0BY	
Site ID	ELR/RA-029
	
Gross Site Area (Ha)	0.6
Overview / Existing Development	Basic shed-style industrial/storage units and informal open storage located rurally.
Planning History	None of relevance.
Access to main road network	Very Poor – c. 1.4km to A31, however local access is very poor via narrow, constrained roads with narrow passing points.
Public Transport Adjacency	Low – nearest bus stop (Brislands Lane) is located 1.3km from the site (approx. 17-minute walk, absence of pedestrian footpaths).
Proximity to built-up areas, services and workforce	Very poor
Quality and age of buildings	Very Poor – corrugated, non-insulated agricultural-style sheds.
Vacancy Rate	0% - no evident vacancy at time of visit.
Quality of Existing Environment	Very Poor – an unattractive site with a large portion of the site used as relatively informal open storage (cars/waste materials/boats). Surface poor and unlevel.
Local character / proximity to incompatible uses	Poor – a rural location with some residential properties nearby.
Market Attractiveness	Poor – An unattractive site with poor quality units with very poor access via road.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	No recommendation.

Manor Farm, North Street, Ropley, SO24 0DF		
Site ID	ELR/RA-030	
		
Gross Site Area (Ha)	0.7	
Overview / Existing Development	Converted agricultural buildings providing employment premises.	
Planning History	28333/025 (Granted 19/01/2016) Change of use of agricultural barn to B2 general industrial. 55550/001 (Granted 24/07/2015) Change of use from Agricultural Cattle Barn to Coach Depot (retrospective).	
Access to main road network	Good – 0.3 km to A31, however some access constraints via narrow road.	Green
Public Transport Adjacency	Medium – bus stop located c. 0.3 km on A31 (Brislands Lane stop) with services approx. twice per hour.	Yellow
Proximity to built-up areas, services and workforce	Average	Yellow
Quality and age of buildings	Poor – some buildings showing signs of wear and tear.	Red
Vacancy Rate	0% - None identified at time of assessment.	Green
Quality of Existing Environment	Average – a functional site, plenty of parking, however circulation relatively tight.	Yellow
Local character / proximity to incompatible uses	Poor – a rural location with some residential properties nearby (one Grade II listed – Manor Farmhouse).	Red
Market Attractiveness	Average – A rural site with poorer quality buildings and overall average environmental quality. Converted farm buildings may not meet some modern occupier requirements.	Yellow
Potential intensification/development opportunities within current site boundaries	None identified.	

Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Dean Farm, Bighton Hill, SO24 9SQ		
Site ID	ELR/RA-031	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	Five medium-sized industrial units.	
Planning History	None of relevance.	
Access to main road network	Average - A31 c. 0.5 km from the site, however access via narrow railway bridge and access road steep and narrow – restricted for HGVs.	
Public Transport Adjacency	Medium - Nearest bus stop located approx. 0.8km from site at Gascoigne Lane with an average of two services per hour.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – Relatively well-maintained units.	
Vacancy Rate	0% - No evidence of vacancy at time of assessment.	
Quality of Existing Environment	Poor – A basic site with poor quality surfacing and limited parking.	
Local character / proximity to incompatible uses	Poor – a rural site, railway line bounding site to the south. Some residential properties nearby.	
Market Attractiveness	Poor – An isolated site, with no local services or residential areas. Access restricted for HGVs.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Figure 3.2 Map Summarising Icení's Recommendations – North West Sub-area



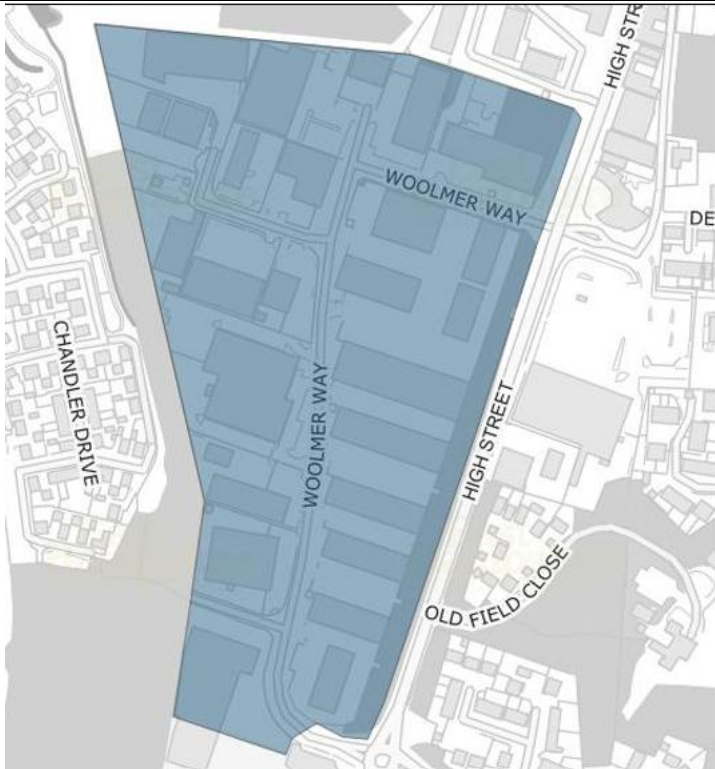
North East

Whitehill and Bordon

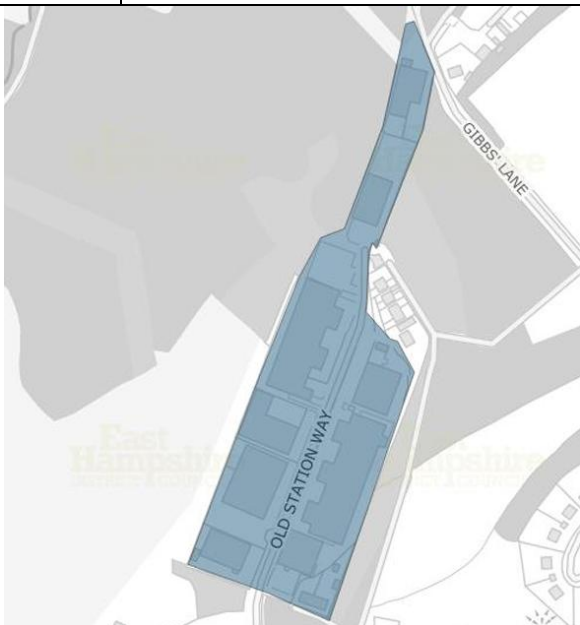
High View Business Centre		
Site ID	ELR/WB-001	
		
Gross Site Area (Ha)	0.9	
Overview / Existing Development	Site consists of small/medium industrial and office units split across various levels. Unit 10 has been converted to 5 residential flats. Other current uses include a dental surgery, educational use and police office.	
Planning History	20422/037 (Granted 03/10/2024) Change of use of existing office space to six flats with roof extension and associated works to units 5&6. 56762/001 (Granted 08/02/2021) Change of use from office space to five residential units. 54904 (Granted 21/06/2013) Change of use from D1 (Doctor's Surgery) to B1 (Business) use.	
Access to main road network	Good – c. 1.4 km to A325 with good local access.	
Public Transport Adjacency	High – bus stop located nearby served by 3 bus routes 2-3 times per hour.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good – approx. 1970s units, well-maintained.	
Vacancy Rate	10-25% - At time of assessment, Unit 5-6 for sale (office, with planning for residential), Unit 2 to let	

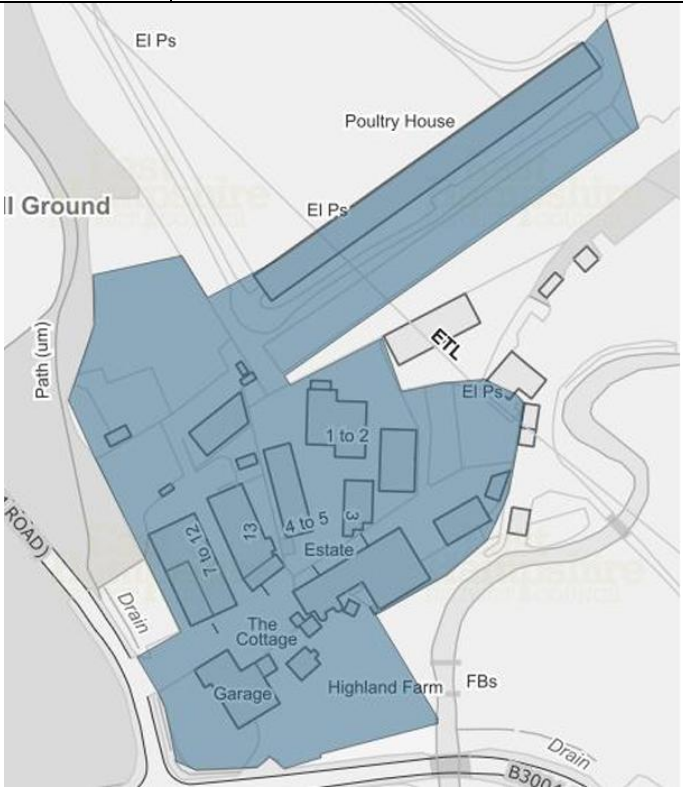
	(office) and Unit 17 (Industrial/Warehousing) vacant but under offer.	
Quality of Existing Environment	Average – A sloping site across various levels, circulation is tight with insufficient parking spaces.	
Local character / proximity to incompatible uses	Good – Located within an established commercial area.	
Market Attractiveness	Good – a very well-used and active site. Non-employment uses evident within office portion of the site indicating weaker demand for office units compared to the industrial units.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Wolfe Lodge, Farnham Road, GU35 0NH	
Site ID	ELR/WB-002
	
Gross Site Area (Ha)	0.3
Overview / Existing Development	Three buildings occupied by an accountancy firm (MA Accountancy), a dental surgery (Bordon Dental Centre) and a nursery school (Little Dreamers Nursery).
Planning History	22944/004 (Granted 20/10/2020) Change of use from current B1(a) Offices to a proposed use of E – non-residential institutions, day nursery.
Access to main road network	Very Good – Located just off the A325.
Public Transport Adjacency	High – bus stops nearby served by multiple bus routes approx. 3 times per hour.
Proximity to built-up areas, services and workforce	Good
Quality and age of buildings	Good – older buildings, but in good condition.
Vacancy Rate	0% - No evident vacancy.
Quality of Existing Environment	Good – Neat and tidy common areas, sufficient car parking.
Local character / proximity to incompatible uses	Good – other commercial uses nearby (e.g. BASE Bordon Innovation Centre which is adjacent to the west).
Market Attractiveness	Good – A visible site with very good accessibility via road and public transport.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Woolmer Industrial Estate		
Site ID	ELR/WB-003	
		
Gross Site Area (Ha)	10.1	
Overview / Existing Development	A relatively large and well-established industrial estate located in Bordon.	
Planning History	Relevant applications within the last 10 years: 59727/001 – Granted 12/10/2022. Change of use from a mix of B1 (c) and B8 to a B2 use. 56811 – Granted 27/09/2016. Change of use to B8. 58834/001 – Granted 13/05/2021. Change of use to B2 automotive repair, servicing and MOT Station. 52664/002 – Granted 12/09/2017. Change of use to A1 to allow trade with the general public. 39894/001 – Granted 23/11/2017. New general industrial unit.	
Access to main road network	Good - c. 0.8km to A325, via some residential areas along Petersfield Road.	
Public Transport Adjacency	High – two bus stops adjacent to the site along High Street served by approx. 2 services per hour.	

Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – building age and quality varies across the site, but is average on the whole, with the majority of units built approx. 1970s.	
Vacancy Rate	10-25%.	
Quality of Existing Environment	Good – A generally well-functioning site, with wide internal roads suitable for HGVs. Good circulation and no parking constraints at time of assessment.	
Local character / proximity to incompatible uses	Average – some commercial uses adjacent at Highview Business Centre, but bordered by residential uses to the west. Supermarket to the east.	
Market Attractiveness	Good – A well-established industrial site, with a snack bar on site and a large supermarket opposite. A range of unit sizes of varying age/quality.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Strategic Employment Site.	

Bordon Trading Estate		
Site ID		ELR/WB-004
		
Gross Site Area (Ha)	3.8	
Overview / Existing Development	An industrial estate with a mix of uses, although some focus towards distribution.	
Planning History	55721/001 – Granted 01/12/2023. Change of use from B1 to B2 general use.	
Access to main road network	Very Good - c. 0.6 km to A325.	
Public Transport Adjacency	Medium – bus stop located 0.5km from the site with bus services twice per hour.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – varied, but predominantly 1970s buildings of average quality.	
Vacancy Rate	0% - No vacancy evident at time of assessment.	
Quality of Existing Environment	Average/Poor – insufficient car-parking, with significant number of cars parked on pavements. Internal roads wide and suitable for HGVs. Site layout is generally good.	
Local character / proximity to incompatible uses	Average – residential uses adjacent to the east of the site.	
Market Attractiveness	Average – An average quality but well-used site, which appears well-occupied.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

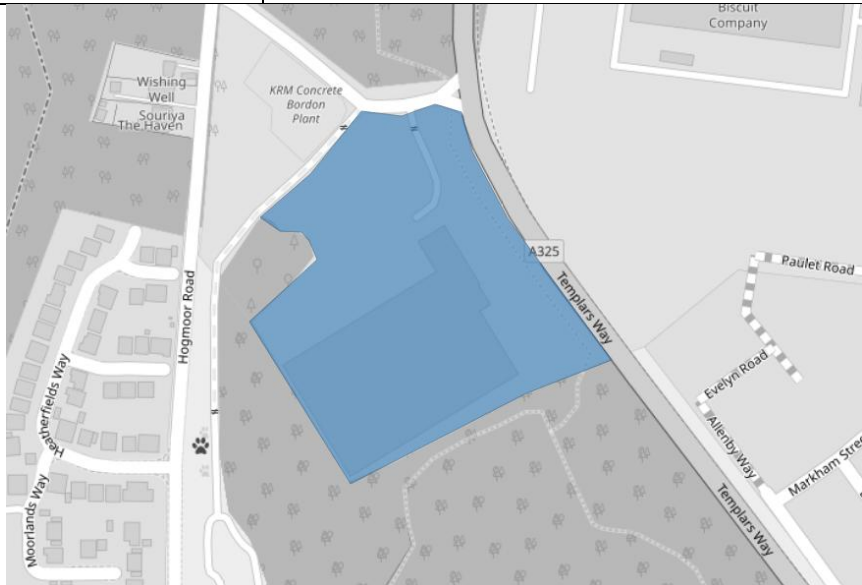
Broxhead Trading Estate		
Site ID	ELR/WB-005	
		
Gross Site Area (Ha)	2.6	
Overview / Existing Development	An industrial estate located north of Lindford, peripheral to the residential area.	
Planning History	Relevant applications in the last 10 years: 22283/018 – Granted 27/06/2025. Industrial unit for storage of vehicles in association with the existing unit. 20662/065 – Granted 17/08/2023. 4 industrial units for Class E(g) and/or B8 use. 50308/001 – Granted 12/08/2016. Prior Approval for a proposed change of use from offices to a dwelling/house. 20662/061 – Granted 17/09/2015. Change of use from scrap yard to motor car workshop, and construction of workshops and office block.	
Access to main road network	Very Good – c. 1.3 km to A325 avoiding town centres and largely avoiding residential areas.	
Public Transport Adjacency	Medium – Bus stops adjacent to the site served by bus routes 23, 123 and 737. Infrequent services throughout the day.	

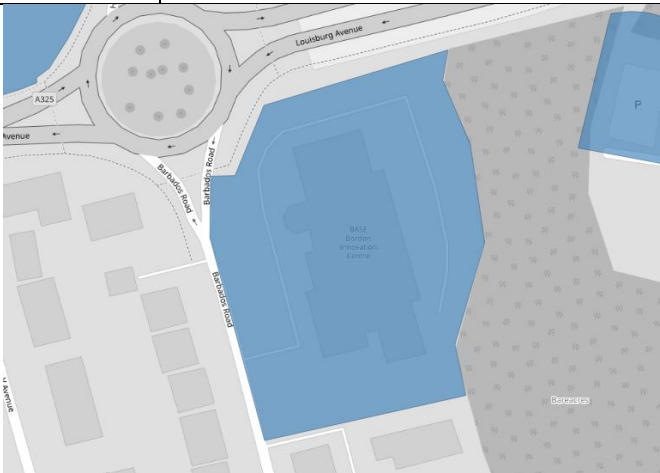
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average - age and quality varies but generally average.	
Vacancy Rate	0 – 10% - Generally well occupied, though a small number of units appear vacant despite no visible marketing.	
Quality of Existing Environment	Average - A poorly-organised, fragmented site. Circulation is relatively poor. Basic site with lack of landscaping.	
Local character / proximity to incompatible uses	Average - Headley Wood Business Park to the north of the site. The River Wey bounds the site to the east. Areas of the site in use as open storage/parking are within FZ 2/3.	
Market Attractiveness	Average – An active, but generally unattractive site of average quality.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Amend the site boundary to remove the poultry shed and include the full extent of the site to the rear.	

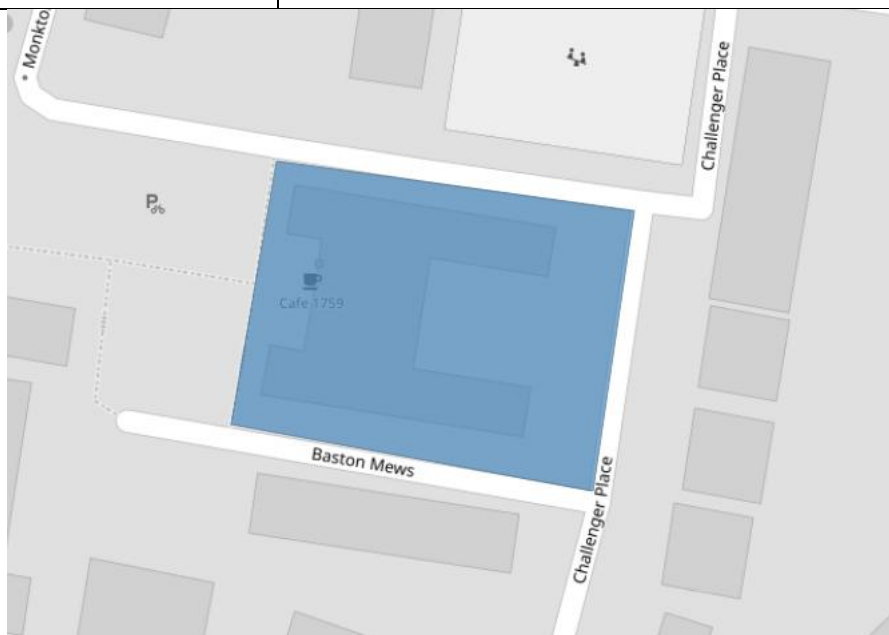
Lion Court		
Site ID	ELR/WB-006	
		
Gross Site Area (Ha)	2.6	
Overview / Existing Development	A vacant site, formerly occupied by Richers & Vision (returns management and Waste Electrical and Electronic Equipment recycling company).	
Planning History	EHDC-25-0501-OUT – Pending Planning Application submitted 22/04/2025. Outline Planning Application for the retention of three existing commercial units, erection of 10 units for general industrial (Class B2), storage and distribution (Class B8) and research and development/industrial (Class E(g)(ii) and E(g)(iii) with a combined floor area of up to 5,003 sqm.	
Access to main road network	Very good – direct access onto the A325.	Green
Public Transport Adjacency	High – bus stops adjacent site entrance on A325 served my multiple bus routes with up to 5 services per hour.	Green
Proximity to built-up areas, services and workforce	Average	Yellow
Quality and age of buildings	Average	Yellow
Vacancy Rate	100% - site is currently vacant.	Red
Quality of Existing Environment	Good – Good circulation, sufficient car parking, set within parkland.	Green
Local character / proximity to incompatible uses	Poor - The site is set in and surrounded by parkland. The site is covered by a blanket TPO.	Red
Market Attractiveness	Average - not visible from the road, reasonable quality, good accessibility via road and public transport.	Yellow

Potential intensification/development opportunities within current site boundaries	Potential for expansion of employment uses at the site, as exemplified by the pending planning application.
Overall Recommendation	
Recommendation	Safeguard as a Strategic Employment Site.

Land adjacent Bordon Future Skills Centre (Tech Forest)		
Site ID		ELR/WB-007
		
Gross Site Area (Ha)		2.1
Overview / Existing Development		A vacant site with planning permission for employment uses.
Planning History		The site forms part of a wider hybrid application: 55369/001 – Granted 26/11/2014. Mixed-use development.
Access to main road network		Very Good – direct access off the A325.
Public Transport Adjacency		Medium – bus stop c. 0.5 km from the site on Farnham Road served by multiple bus routes with up to 5 services per hour.
Proximity to built-up areas, services and workforce		Average
Quality and age of buildings		N/A
Vacancy Rate		N/A
Quality of Existing Environment		N/A
Local character / proximity to incompatible uses		Average - Former Future Skills Centre adjacent to the east, residential to the south and west and parkland to the north.
Market Attractiveness		N/A
Potential intensification/development opportunities within current site boundaries		Site yet to be developed.
Overall Recommendation		
Recommendation		Safeguard as a Strategic Employment Site.

Hogmoor House, Templar's Way		
Site ID		ELR/WB-008
		
Gross Site Area (Ha)		3.1
Overview / Existing Development		A head office and distribution centre built for a single occupier – Asmodee (board game developer and distributor).
Planning History		55587/094: Detached building for employment use for Class B8 use with ancillary offices, parking/services area. Decided 19/09/2019 (Approval).
Access to main road network		Very good – direct access to A325.
Public Transport Adjacency		Medium – bus stops approx. 0.6km from site on Havannah Way and Oakhanger Road.
Proximity to built-up areas, services and workforce		Good
Quality and age of buildings		Very Good – Recently-built, modern stock in excellent condition.
Vacancy Rate		No vacancy – single-occupier premises, occupied by Asmodee.
Quality of Existing Environment		Very Good – High-quality, well-maintained environment with attractive landscaping.
Local character / proximity to incompatible uses		Average - Predominantly residential area with new housing development along Templar's Way.
Market Attractiveness		Very Good – High-quality, well-managed modern site with excellent accessibility via road.
Potential intensification/development opportunities within current site boundaries		N/A
Overall Recommendation		
Recommendation		Safeguard as a Strategic Employment Site.

Bordon Innovation Centre (BASE Bordon), Barbados Road		
Site ID		ELR/WB-009
		
Gross Site Area (Ha)		0.6
Overview / Existing Development		Flexible office space managed by Oxford Innovation Space, located within a restored Officer's Mess.
Planning History		55369/001 – Permission granted 26/11/2014 for mixed-use development.
Access to main road network		Very good – located directly off the A325, Louisburg Avenue.
Public Transport Adjacency		Medium – bus stop c. 0.5 km from the site on Farnham Road served by multiple bus routes with up to 5 services per hour.
Proximity to built-up areas, services and workforce		Average
Quality and age of buildings		Very Good – building in excellent condition following restoration, offering modern office space.
Vacancy Rate		<10%
Quality of Existing Environment		Very Good – well-maintained environment with sufficient parking and good circulation.
Local character / proximity to incompatible uses		Average – Bordon Future Skills Centre and Land adjacent Bordon Future Skills Centre (Tech Forest) to the north, residential to the west.
Market Attractiveness		Very Good – a well-restored space with sustained high levels of occupancy indicating strong demand.
Potential intensification/development opportunities within current site boundaries		N/A
Overall Recommendation		
Recommendation		Safeguard as a Strategic Employment Site.

Chieftain House, Challenger Place	
Site ID	ELR/WB-010
	
Gross Site Area (Ha)	0.2
Overview / Existing Development	A business hub comprising four offices spanning approx. 1,000 sqft each. Café on-site.
Planning History	28353/004 – Granted 03/02/2015 – Residential development comprising 100 residential units and conversion of the retained buildings for business use.
Access to main road network	Very good - Approx 1.1 km to A325.
Public Transport Adjacency	Medium - Bus stop 0.2km from site on Camp Road served by multiple bus routes.
Proximity to built-up areas, services and workforce	Average
Quality and age of buildings	Good – Buildings in a good condition, providing relatively modern office stock.
Vacancy Rate	25-50% - two 1,000 sqft spaces vacant.
Quality of Existing Environment	Good – a well-maintained site, however very limited parking provision.
Local character / proximity to incompatible uses	Average – predominantly residential area directly surrounding Chieftain House.
Market Attractiveness	Average – Relatively modern stock with café on-site, however poor car parking provision.
Potential intensification/development opportunities within current site boundaries	N/A
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Liphook

Beaver Industrial Estate, GU30 7EU		
Site ID	ELR/LIP-002	
		
Gross Site Area (Ha)	0.7	
Overview / Existing Development	An industrial estate consisting of small/medium units located close to Liphook railway station.	
Planning History	None of relevance in the last 10 years.	
Access to main road network	Poor - c. 1.8 km to the A3, however local access via the centre of Liphook and residential areas.	
Public Transport Adjacency	High – the site is close to Liphook railway station and bus stops with relatively frequent services.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – 1980s units of average quality.	
Vacancy Rate	0% - No evident vacancy at time of assessment.	
Quality of Existing Environment	Good – a well-laid out site with adequate circulation.	
Local character / proximity to incompatible uses	Poor – There are residential uses surrounding the site and a railway line bounds the site to the south.	
Market Attractiveness	Average – an average quality site with poor access via road, but good public transport accessibility.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site. Extend the boundary to include the storage yard at rear currently occupied by Alstom.

Bleach's Yard Industrial Estate		
Site ID		ELR/LIP-003
		
Gross Site Area (Ha)		1.2
Overview / Existing Development		An industrial site with a mix of unit sizes located close to Liphook railway station.
Planning History		Relevant applications in the last 10 years: 52202/002 – Granted 18/01/2021 – Change of use of the building from a B2 (servicing and MOT of motor vehicles) use class to a mix B2 use class (Distillery) and B8 (Storage and Distribution) use class. 20019/007 – Granted 14/11/2017. 3 New warehouse buildings for B8 (Storage and Distribution) use after demolition of existing buildings.
Access to main road network		Poor - c. 1.9km from A3, however local access via the centre of Liphook and residential areas.
Public Transport Adjacency		High – the site is close to Liphook railway station and bus stops with relatively frequent services.
Proximity to built-up areas, services and workforce		Poor
Quality and age of buildings		Good – units vary in age from 1980s onwards, well-maintained.
Vacancy Rate		0% - No vacancy evident at time of assessment.
Quality of Existing Environment		Average – a functional site with lack of landscaping and narrow access.

Local character / proximity to incompatible uses	Average – A number of commercial uses nearby, the railway line bounds the site to the south and residential to the west.	
Market Attractiveness	Average – a well-used, active site with strong public transport accessibility.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Exchange House		
Site ID	ELR/LIP-004	
		
Gross Site Area (Ha)	0.1	
Overview / Existing Development	A single office building located in close proximity to Liphook railway station, with prior approval granted for conversion to residential.	
Planning History	EHDC-25-0267-PA3MA. Prior Approval Granted (22/05/2025) for the proposed change of use of class E space to form 12 apartments.	
Access to main road network	Good - c. 1.9km from A3, office use, would not be used by HGVs.	
Public Transport Adjacency	High – the site is close to Liphook railway station and bus stops with relatively frequent services.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Poor – a poorly maintained 1980s office building, with signs of disrepair e.g. signage falling off.	
Vacancy Rate	0% - No evident vacancy at time of assessment.	
Quality of Existing Environment	Average – some landscaping around the edge of the site, adequate car parking to the rear.	
Local character / proximity to incompatible uses	Poor – the site is located within a predominantly residential area, with two industrial estates nearby.	
Market Attractiveness	Poor – Whilst the location of the site is attractive for an office premises, the quality of the building is poor and is unlikely to meet the standards of many potential office occupiers.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	No recommendation.

OSU Sites		
Site ID	ELR/LIP-005	
		
Gross Site Area (Ha)	0.4	
Overview / Existing Development	Two 2-3 storey office buildings and one industrial unit.	
Planning History	None of relevance.	
Access to main road network	Poor - c. 1.8 km to the A3, however local access via the centre of Liphook and residential areas.	
Public Transport Adjacency	High – the site is close to Liphook railway station and bus stops with relatively frequent services.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Very High – very high-quality office and industrial space built in 2018.	
Vacancy Rate	10-25% - office units appear occupied, unclear whether the industrial unit is occupied – no activity at time of assessment.	
Quality of Existing Environment	High – an attractive site, well-landscaped. Good quality internal roads, well-laid out with sufficient car parking.	
Local character / proximity to incompatible uses	Poor - located within a largely residential area, Beaver Industrial Estate to the south.	
Market Attractiveness	High – a high-quality site offering both office and industrial premises. Well-located in relation to public transport.	
Potential intensification/development opportunities within current site boundaries	None identified.	

Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Index House		
Site ID		ELR/LIP-006
		
Gross Site Area (Ha)		
Overview / Existing Development		A terrace of small offices plus one detached building.
Planning History		None of relevance.
Access to main road network		Good - c. 1.3km to A3. Via town centre and residential areas, however office use so would not be used by HGVs.
Public Transport Adjacency		High – approx. 0.6km to Liphook railway station and bus stops adjacent on Midhurst Road.
Proximity to built-up areas, services and workforce		Average
Quality and age of buildings		Average – 1980s office buildings, but well-maintained.
Vacancy Rate		0% - no vacancy evident at time of assessment.
Quality of Existing Environment		Average – a functional site located within a public car park.
Local character / proximity to incompatible uses		Poor – a town centre location, surrounded by residential uses and a supermarket. Site adjoins Conservation Area to the north and east.
Market Attractiveness		Average – Well-located in relation to the town centre and public transport links, but stock is aging.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		Safeguard as a Local Employment Site.

24A Longmoor Road		
Site ID	ELR/LIP-007	
		
Gross Site Area (Ha)	0.1	
Overview / Existing Development	One office building which appears to be converted from residential, with industrial units to the rear.	
Planning History	None of relevance.	
Access to main road network	Average - c. 2 km to A3 via Longmoor Road, which has residential uses to the north.	Yellow
Public Transport Adjacency	Medium – bus stops located c. 300m from the site at The Square and Liphook railway station approx. 1km from the site.	Yellow
Proximity to built-up areas, services and workforce	Poor	Red
Quality and age of buildings	Poor – aging buildings.	Red
Vacancy Rate	0% - no evident vacancy at time of assessment.	Green
Quality of Existing Environment	Poor – access to the site is very narrow, limited to one vehicle at a time. Limited amount of parking.	Red
Local character / proximity to incompatible uses	Poor – surrounded by residential uses and Bohunt School to the south.	Red
Market Attractiveness	Poor – A poorer quality site located within a residential area.	Red

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local employment Site.

Chiltlee Manor		
Site ID	ELR/LIP-008	
		
Gross Site Area (Ha)	0.1	
Overview / Existing Development	A manor house converted into flexible office space and meeting spaces catering to small businesses. Self-storage also advertised.	
Planning History	None of relevance.	
Access to main road network	Good – A3 approx. 1.3km from the site – via town centre and residential areas, however office site so no HGV movements.	
Public Transport Adjacency	High – c. 300m to nearest bus stops and 800m to Liphook railway station.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Poor – an older property, not purpose built as office space and showing signs of wear and tear including peeling paint on frontage.	
Vacancy Rate	10-25% - Level of vacancy unclear, however suites from 200 – 1,000 sq ft being actively marketed. Self-storage uses being advertised potentially indicates a lack of demand for office space.	
Quality of Existing Environment	Average – well-landscaped, with sufficient car parking and good circulation but some signs of wear and tear.	
Local character / proximity to incompatible uses	Poor – surrounded by residential uses and a supermarket to the south. The Manor is a Grade II listed building and is located within a Conservation Area. Some TPO trees within grounds.	

Market Attractiveness	Poor – Site is located within a residential area, not visible. An older building with signs of wear and tear.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Extend the boundary to include the car park to the rear of the site.	

Lindford

Watermeadow Farm, 80 Liphook Road, Lindford, GU35 0PG		
Site ID	ELR/LIN-001	
		
Gross Site Area (Ha)	0.4	
Overview / Existing Development	A mix of office and industrial premises located on the southern side of Lindford.	
Planning History	None of relevance.	
Access to main road network	Average - c. 2km to A325 via residential area of Lindford.	
Public Transport Adjacency	Low - Bus stops located nearby to the site opposite Elderberry Road, although services are relatively infrequent.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Very Poor – the majority of the buildings are in poor condition (c. 1970s). Many are in disrepair, especially on the southern portion of the site.	
Vacancy Rate	0% - No evident vacancy at time of assessment.	
Quality of Existing Environment	Very poor – a fragmented and generally unattractive and untidy site. Circulation and layout of the site is poor.	
Local character / proximity to incompatible uses	Poor – the site is surrounded by residential properties. Grade II listed building on neighbouring property. Part of the site is within FZ 2, with River Wey to the south of the site.	
Market Attractiveness	Poor – A low quality, neglected site located in a residential area.	
Potential intensification/development	None identified.	

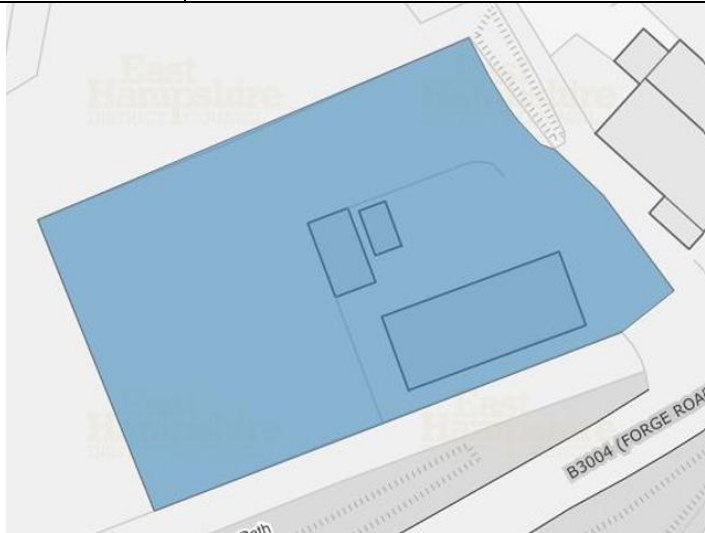
opportunities within current site boundaries	
Overall Recommendation	
Recommendation	No recommendation.

Lindford Business Park, Chase Road, GU35 0FE		
Site ID	ELR/LIN-002	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	Seven small industrial units, a number of automotive-related occupiers.	
Planning History	None of relevance.	
Access to main road network	Poor - c. 2.3km to the A325, however access is via residential areas including narrow access shared with residential area.	
Public Transport Adjacency	Low - Bus stops located approx. 0.6km from the site on Lindford Road – services relatively infrequent.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – Units are in satisfactory condition.	
Vacancy Rate	0-10% - Unit 6 appeared potentially vacant at time of assessment.	
Quality of Existing Environment	Average – circulation and parking may be tight when site is busy.	
Local character / proximity to incompatible uses	Poor – the site is surrounded by residential and a care home. River Wey and Bordon Inclosure nature reserve to the west.	
Market Attractiveness	Poor – An average quality site, not visible, accessibility via road and public transport relatively weak.	
Potential intensification/development	None identified.	

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Kingsley

Inverallen, Forge Road, Kingsley, GU35 9LW		
Site ID	ELR/KIN-001	
		
Gross Site Area (Ha)	0.3	
Overview / Existing Development	Industrial units located to the east of Kingsley.	
Planning History	None of relevance.	
Access to main road network	Very Good – A325 approx. 0.6km from site.	
Public Transport Adjacency	Medium – bus top opposite the site (Malthouse Farm) served hourly by route 13 between Basingstoke and Bordon.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – Units in a satisfactory condition.	
Vacancy Rate	0% - No vacancy evident at time of assessment.	
Quality of Existing Environment	Average – a functional site with plenty of parking.	
Local character / proximity to incompatible uses	Poor – predominantly rural location, with agricultural fields to the north and south. A residential property to the east and allotments to the west.	
Market Attractiveness	Average – A functional site located remotely with no local shop/services nearby.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Dean Farm, Forge Road, Kingsley, GU35 9NG		
Site ID		ELR/KIN-002
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	Industrial units occupied by a single occupier (More 4x4 Service Ltd (vehicle repairs)).	
Planning History	None of relevance.	
Access to main road network	Average - c. 2.1 km to A325 via Kingsley residential areas.	
Public Transport Adjacency	Medium - Bus stops nearby served by a number of bus routes.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – units of satisfactory quality.	
Vacancy Rate	0% - single-occupier site.	
Quality of Existing Environment	Poor – tight circulation, gravel yard.	
Local character / proximity to incompatible uses	Average - Solar farm to the north, mobile home park and an industrial unit to the south, residential to the east (including a Grade II listed building), undeveloped field to the west.	
Market Attractiveness	Average – A functional, well-used site with average quality units.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site. Extend the site boundary to include the industrial unit to the east of the current boundary.	

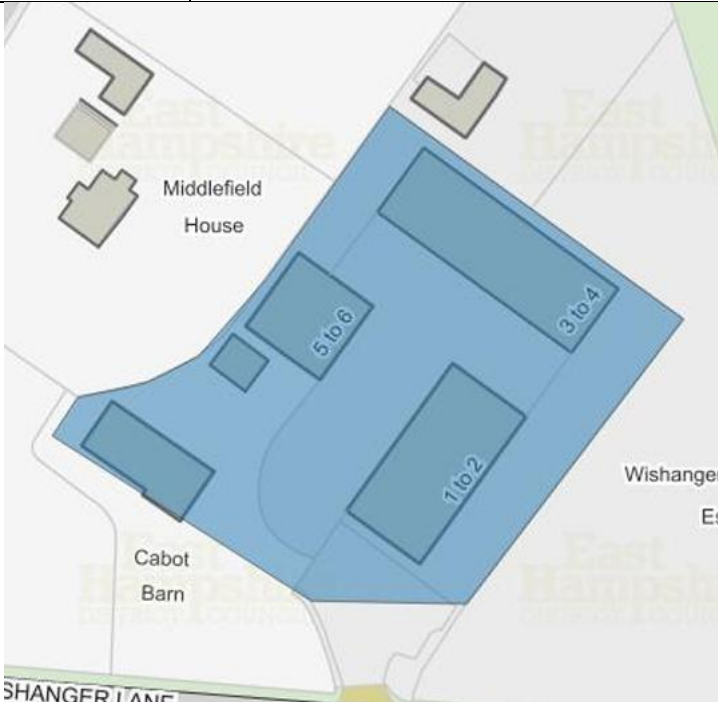
Kingsley Business Park		
Site ID	ELR/KIN-003	
		
Gross Site Area (Ha)	0.9	
Overview / Existing Development	Industrial estate comprising small/medium industrial units in Kingsley.	
Planning History	Relevant applications within the last 10 years: 20050/030 – Granted 28/01/2020 – Retrospective application for a single storey lean-to for industrial use.	
Access to main road network	Good - c. 1.3 km to A325. One of the two accesses via a narrow residential road.	
Public Transport Adjacency	Medium – bus stop nearby (Churchfields) served hourly by route 13.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Average – 1980s buildings in a satisfactory condition.	
Vacancy Rate	0-10% - Units 4 & 5 advertised to let at time of assessment.	
Quality of Existing Environment	Poor - a poorly laid out, fragmented site with slope on entrance to site. Very little landscaping.	
Local character / proximity to incompatible uses	Poor – located in a largely residential area with parkland to the south. Grade II listed buildings nearby. Ganders Business Park to the north.	
Market Attractiveness	Average – Visible from main road, fragmented site with residential properties on main access.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Ganders Business Park		
Site ID	ELR/KIN-004	
		
Gross Site Area (Ha)	0.6	
Overview / Existing Development	A mix of 1-2 storey buildings with varied uses.	
Planning History	None of relevance.	
Access to main road network	Good - c. 1.2 km to A325 via a small number of residential properties.	
Public Transport Adjacency	Medium – bus stop nearby (Churchfields) served hourly by route 13.	
Proximity to built-up areas, services and workforce	Average	
Quality and age of buildings	Good – Building style and age mixed but maintained well.	
Vacancy Rate	0% - No evident vacancy at time of assessment.	
Quality of Existing Environment	Good – Neat and tidy site, plenty of parking.	
Local character / proximity to incompatible uses	Average – fields to the north and south of the site, Kingsley Business Park to the south. A number of Grade II listed buildings nearby.	
Market Attractiveness	Good – Visible from main road, buildings in good condition.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Rural Areas

Passfield Enterprise Centre		
Site ID	ELR/PA-001	
		
Gross Site Area (Ha)	2.6	
Overview / Existing Development	Office, industrial and storage premises located rurally. Some open storage uses (shipping containers).	
Planning History	21479/014 – Refused 21/04/2016 – Redevelopment of the site to provide 48 residential units. 21479/018 – Refused 24/08/2020 – Prior approval for a change of use from light industrial to dwelling/houses. 21479/017 – Refused 24/08/2020 – Notification for Prior Approval for a proposed change of use of a building from office use to a dwelling/house. 21479/016 – Refused 27/07/2020 – Application to determine if prior approval is required for a proposed demolition of buildings. 21479/020 – Granted 25/10/2024 – Proposed ground works and installation of a 2.6m fence to facilitate external storage.	
Access to main road network	Average - Located just off the B3004, c. 2.9 km to A325.	
Public Transport Adjacency	Low - Bus stop approx. 300m from the site on B3004, services infrequent.	
Proximity to built-up areas, services and workforce	Average	

Quality and age of buildings	Average – older buildings but signs of recent investment into external appearance (freshly painted). Some Portakabin style accommodation which is of lower quality.	
Vacancy Rate	0-10% - flexible serviced office accommodation from 117-2,095 sqft (11 - 159 sqm) advertised to let, Unit 43A industrial / warehouse unit also to let (4,809 sqft / 557 sqm).	
Quality of Existing Environment	Average – some signs of recent investment, e.g. new signage, however internal road surfaces poorly maintained. Parking provision appears sufficient.	
Local character / proximity to incompatible uses	Poor - Site adjoins the SSSI: Woolmer Forest. Residential properties opposite site entrance.	
Market Attractiveness	Poor – A remote site with limited local services and poor transport links, some signs of recent investment into the site's appearance.	
Potential intensification/development opportunities within current site boundaries	Potential for intensification of the areas in use as open storage.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

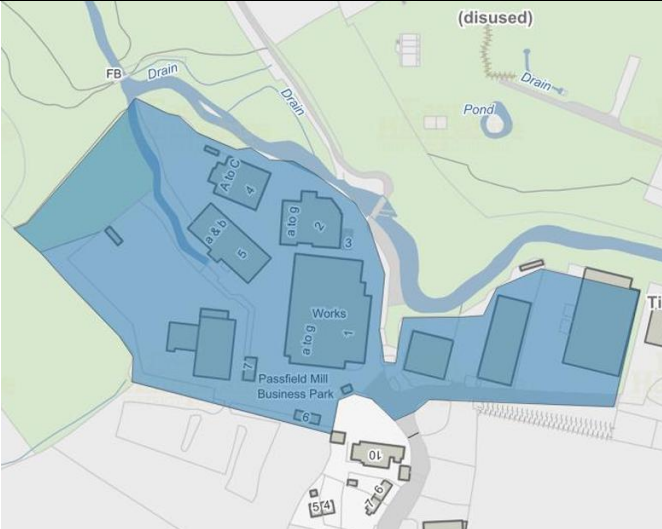
Wishanger Farm Estate, Wishanger Lane, GU10 2QF		
Site ID	ELR/RA-001	
		
Gross Site Area (Ha)	0.4	
Overview / Existing Development	6 industrial units	
Planning History	21727/044 – Granted 16/11/2015 – Prior approval for change of use of building from office use to a dwelling/house.	
Access to main road network	Poor - c. 1.9km to A287, however local access via narrow, single-track country lanes.	
Public Transport Adjacency	Low - Bus stops c. 1.9km on A287, with approx. 1 service every 1-2 hours.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – age of units varies, but mostly 1990s.	
Vacancy Rate	25-50% - Units 3, 4, 5 and 6 appear vacant.	
Quality of Existing Environment	Average – parking and circulation satisfactory, especially given low current usage.	
Local character / proximity to incompatible uses	No constraints.	
Market Attractiveness	Low – A remote site with no local shop/services. High level of vacancy indicating low demand. Poor accessibility via road and public transport.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		

Recommendation	Safeguard as a Local Employment Site. Amend the site boundary to exclude the residential property on the south west edge.
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Oakhanger Farm Business Park, GU35 9JA		
Site ID	ELR/RA-015	
		
Gross Site Area (Ha)	0.8	
Overview / Existing Development	A mix of small/medium office and industrial units, with a tearoom on-site.	
Planning History	Relevant planning applications within the last 10 years: 21876/060 - Granted 16/11/2021 – Outline Application – Extension to existing employment area comprising the reception of up to 2,820 sqm. of employment space within class E with associated parking and landscaping.	
Access to main road network	Average - c. 2.1 km to the A325.	
Public Transport Adjacency	Low – no bus / railway station nearby.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – age and quality varies across the site. Some good quality, 2000s office stock, industrial stock average/poor in quality.	
Vacancy Rate	0-10% - generally well-occupied.	
Quality of Existing Environment	Good – Plenty of parking with overflow car park, generally well-kept site. Circulation poor due to fragmented site layout.	
Local character / proximity to incompatible uses	Poor – a rural area, site surrounded by fields. Listed and residential buildings adjacent to site.	
Market Attractiveness	Good – A well-occupied, active site with mixed building quality.	
Potential intensification/development opportunities within current site boundaries	The overflow car park could provide an extension to the existing site if not required. Planning has been granted for an extension to the site including the overflow carpark area and further land to the north. No evident signs that this permission has been implemented.	

Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

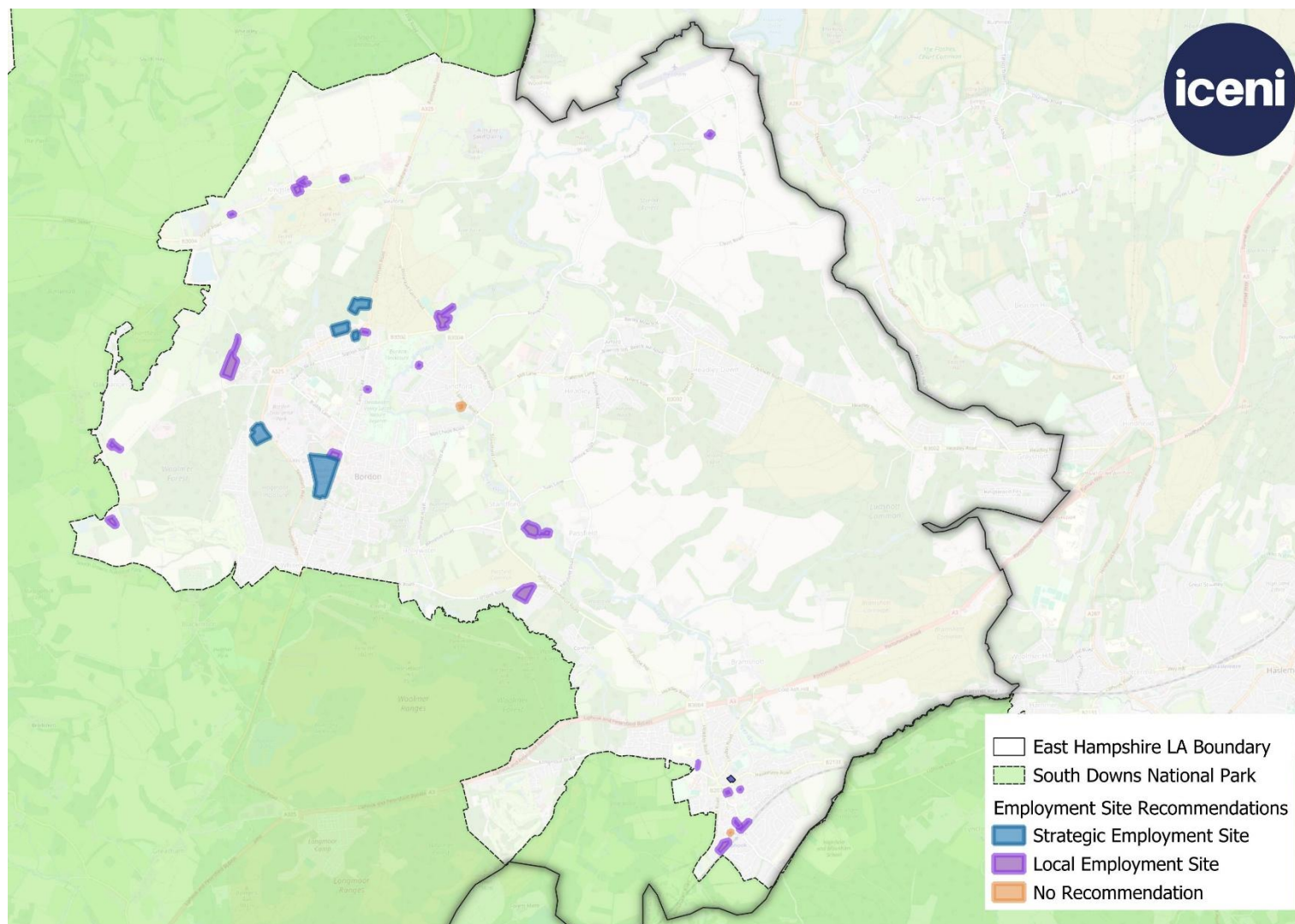
Southlands, Oakhanger Road, GU35 9JD	
Site ID	ELR/RA-016
	
Gross Site Area (Ha)	0.8
Overview / Existing Development	Three industrial buildings providing small to medium units.
Planning History	22530/015 – Granted 04/03/2016 – Replacement of 6 existing commercial buildings with a new commercial building.
Access to main road network	Poor - c. 3.2 km to A325 via narrow, single-track country lanes.
Public Transport Adjacency	Low – no bus stops / railway stations nearby.
Proximity to built-up areas, services and workforce	Poor
Quality and age of buildings	Good – buildings well maintained.
Vacancy Rate	25-50% - The largest unit (unit 10) appears vacant.
Quality of Existing Environment	Average – large gravel yard/car park, plenty of parking. Site is in satisfactory condition.
Local character / proximity to incompatible uses	Poor – Located rurally, with some residential and farm building adjacent.
Market Attractiveness	Poor – A remote site in the countryside with poor access by road and public transport. Relatively high vacancy reflects low level of demand.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Passfield Mill Business Park		
Site ID	ELR/RA-023	
		
Gross Site Area (Ha)		
Overview / Existing Development	An industrial site located rurally near Passfield.	
Planning History	55824/001 – Granted 21/12/2021 - Retrospective application - Change of use of grazing field to car park including siting of a porta cabin for staff. 57653 – Granted 13/03/2018 – Change of use of building from B2 (general industrial) to D2 (gym) use. 54635/001 – Granted 26/10/2018 - Single storey side factory extension 54635/010 – Granted 20/11/2023 – Extension to existing building.	
Access to main road network	Poor - c. 4.5 km to A3 via some residential areas.	
Public Transport Adjacency	Low – bus stop at site entrance, however long access road with no pedestrian footpath.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average/poor – some evidence of deterioration and lack of investment, e.g. peeling paint.	
Vacancy Rate	0-10%	
Quality of Existing Environment	Average – circulation constrained, with the western half of the site particularly poorly laid out.	
Local character / proximity to incompatible uses	Poor - The site is located within a conservation area. The River Wey bounds the site to the	

	north. The majority of the site is within FZ 2 and portions of the site are within FZ 3.	
Market Attractiveness	Average – a relatively poor-quality site, however very active and playing a role in supporting local SMEs.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

Figure 3.3

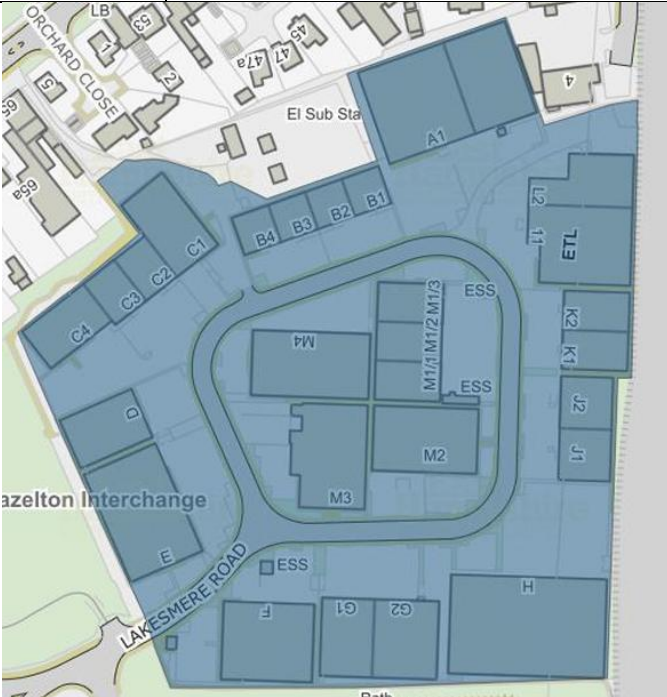
Figure 3.3 Map Summarising Icení's Recommendations – North East Sub-area



South

Enterprise Industrial Estate, PO8 0BB		
Site ID	ELR/HO-001	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	A terrace of small industrial units, part of a wider site along Enterprise Road.	
Planning History	None of relevance.	
Access to main road network	Good - c. 0.5 km to A3(M) sliproad heading north and 2.1 km to sliproad south.	
Public Transport Adjacency	High - Bus stop approx. 300m from the site with frequent services.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average – 19980s/90s buildings, well-maintained.	
Vacancy Rate	0% - No evident vacancy. Well-used.	
Quality of Existing Environment	Average – a functional site, sloping access, parking provision appears adequate.	
Local character / proximity to incompatible uses	Good – located within a wider industrial area, with industrial uses along Enterprise Road and to the north. A3 bounds the side to the east.	
Market Attractiveness	Average – An average quality site suitable for small local businesses, with good accessibility by road and public transport.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Hazleton Industrial Estate		
Site ID	ELR/HO-002	
		
Gross Site Area (Ha)	4.4	
Overview / Existing Development	A relatively large industrial estate located in Horndean.	
Planning History	Relevant applications within the last 10 years: EHDC-25-0634-FUL – Granted 29/10/2025 – Change of use of Units C1 and C2, to secure a flexible range of uses within Classes E(g)(ii), E(g)(iii), B2 and / or B8.	
Access to main road network	Very Good – 600m from A3(M) via unrestricted roads.	
Public Transport Adjacency	High - c. 800m to nearby bus stops on Portsmouth Road, with frequent services.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Good – Built 1990s/2000s, well-maintained, purpose built spaces for industrial/storage uses. Some units undergoing refurbishment.	
Vacancy Rate	25-50% - Significant amount of vacancy. The agent advised that this was attributable to one occupier with multiple units entering administration, together with another occupier, also holding multiple units, whose leases reached expiry and who elected to vacate. Several units are currently under offer or have recently completed.	
Quality of Existing Environment	Very Good – a purpose-built site, well-laid out with good circulation and very well-maintained. Wide internal roads suitable for HGVs.	

Local character / proximity to incompatible uses	Average – Residential to the north, a supermarket to the south, A3 bounds the site to the east and Dell Piece West Nature Reserve to the west.	
Market Attractiveness	Good – Despite current high level of vacancy, agent feedback suggests good demand for units on the site. Very good access via road.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	Safeguard as a Local Employment Site.	

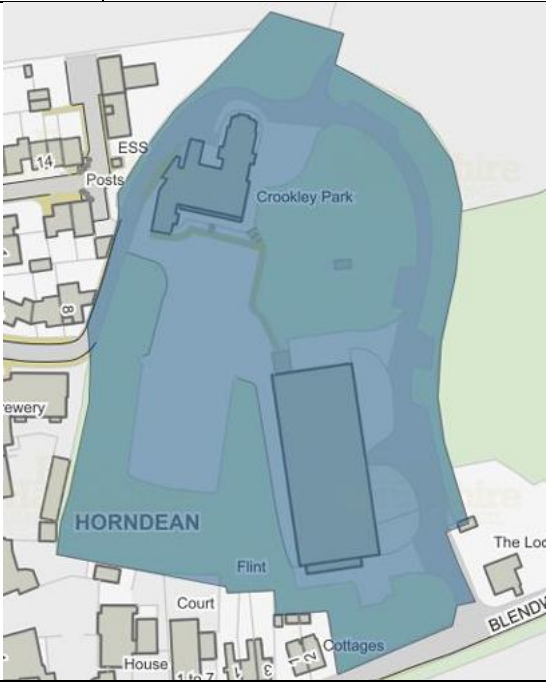
Highcroft Industrial Estate	
Site ID	ELR/HO-003
	
Gross Site Area (Ha)	0.5
Overview / Existing Development	Terraced small industrial/workshop units, part of a wider site along Enterprise Road.
Planning History	None of relevance.
Access to main road network	Good - c. 0.5 km to A3(M) sliproad heading north and 2.1 km to sliproad south.
Public Transport Adjacency	High - Bus stop approx. 300m from the site with frequent services.
Proximity to built-up areas, services and workforce	Good
Quality and age of buildings	Good – 1980s buildings, well-maintained.
Vacancy Rate	0% - No evident vacancy.
Quality of Existing Environment	Good – level site with adequate parking and good circulation.
Local character / proximity to incompatible uses	Good – located within a wider industrial area, with industrial uses along Enterprise Road and to the north. Ancient woodland to the west. A3(M) bounds the side to the east.
Market Attractiveness	Good – a well-used, busy site catered towards SMEs.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Hillside Industrial Estate	
Site ID	ELR/HO-004
	
Gross Site Area (Ha)	0.6
Overview / Existing Development	Small industrial units located in Horndean.
Planning History	56441 – Granted 25/01/2016 – Change of use from A2 to A1 retail.
Access to main road network	Good - c. 300m to A3(M) slip road heading north and c. 2.1 km to slip road south.
Public Transport Adjacency	High - Bus stop close to site entrance with frequent services.
Proximity to built-up areas, services and workforce	Good
Quality and age of buildings	Average - well maintained, 2000s units.
Vacancy Rate	0% - No evident vacancy.
Quality of Existing Environment	Average/Poor – a functional site, with no landscaping. Quite poorly laid-out.
Local character / proximity to incompatible uses	Good – located within a wider industrial area, with industrial uses along Enterprise Road to the south. A3(M) bounds the side to the east. Residential to the north (Horndean Park – mobile home park). Local Nature Reserve (Catherington Lith) to the west.
Market Attractiveness	Average – An average quality site, visible from the main road and close to other commercial uses. Good access via road and public transport.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

May's Yard		
Site ID		ELR/HO-005
		
Gross Site Area (Ha)		0.3
Overview / Existing Development		A fragmented site with buildings varying in appearance and structure. Mix of industrial and office space.
Planning History		None of relevance.
Access to main road network		Good - c. 0.5 km to A3(M) slip road heading north and 2.1 km to slip road south.
Public Transport Adjacency		High - Bus stop approx. 300m from the site with frequent services.
Proximity to built-up areas, services and workforce		Good
Quality and age of buildings		Average – buildings are aging but in a reasonable condition.
Vacancy Rate		0% - No evident vacancy.
Quality of Existing Environment		Poor – A steeply sloping and fragmented site, split across two levels. Unattractive site.
Local character / proximity to incompatible uses		Good – located within a wider industrial area, with industrial uses along Enterprise Road and to the north. A3(M) bounds the side to the east. Some residential properties nearby to the west.
Market Attractiveness		Poor – Visible from main road but a generally unattractive site, inconsistent building styles.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		Safeguard as a Local Employment Site.

Wessex Gate		
Site ID	ELR/HO-006	
		
Gross Site Area (Ha)	0.9	
Overview / Existing Development	Medium-sized industrial units, located in Horndean. Unit at site entrance occupied by non-employment use (Play Planet, indoor playground).	
Planning History	None of relevance.	
Access to main road network	Good – c. 1.3km to A3(M) with slip roads north and south bound. Local access via some residential areas.	
Public Transport Adjacency	High – bus stop at site entrance with frequent services.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average – buildings vary in age from 1980s-2010s, reasonable quality.	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average – relatively well-laid out site, however significant on-street parking constraining circulation.	
Local character / proximity to incompatible uses	Good - Other commercial uses nearby (Hazelton Industrial Estate adjacent to the south). A3(M) to the east, care home to the west.	
Market Attractiveness	Good – well-located in relation to the A3(M) and public transport links. Average quality site and units.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

Crookley Park House		
Site ID	ELR/HO-007	
		
Gross Site Area (Ha)	1.8	
Overview / Existing Development	Site includes two buildings – one including gift shop, fabric showroom (Blendworth Furnishings), cafe and one relatively large warehouse unit occupied by Skye Global Distribution.	
Planning History	28683/020 – Refused 15/03/2016. Outline – Residential redevelopment up to 15 dwellings.	
Access to main road network	Average – c. 1.3 km to A3(M), however access via residential areas and Horndean centre. On-site roads very constrained – single-track, with steep sloping roads.	
Public Transport Adjacency	High – bus stop approx. 300m from the site, with frequent services.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average – retail/showroom is located within an older building, not purpose-built. The warehouse building is a 1980s unit, reasonably well-maintained.	
Vacancy Rate	0% - two occupiers on-site.	
Quality of Existing Environment	Average – set within Crookley Park Estate, reasonably attractive grounds.	
Local character / proximity to incompatible uses	Poor – Borders SDNP. A blanket TPO over the area, with many trees on site. Residential uses nearby.	
Market Attractiveness	Average/Poor – Poor accessibility for HGVs, a reasonable site however not visible from the road.	

Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site. Consider amending the site boundary to include only the warehouse unit, excluding the retail use.

Westfield Industrial Estate		
Site ID	ELR/HO-008	
		
Gross Site Area (Ha)	1.1	
Overview / Existing Development	An industrial estate comprising small/medium-sized units.	
Planning History	59016 – Granted 26/03/2021 – Change of use of ground floor of existing warehouse unit to Members Only Retail Warehouse (sui generis).	
Access to main road network	Good - c.1.3km to A3(M) via good roads, however a built-up area.	
Public Transport Adjacency	High – bus stops at site entrance, served frequently.	
Proximity to built-up areas, services and workforce	Good	
Quality and age of buildings	Average - quality of buildings varies across the site.	
Vacancy Rate	0-10% - one industrial unit vacant at time of assessment.	
Quality of Existing Environment	Average – circulation relatively good, with a one-way system around the site. Some on-road parking.	
Local character / proximity to incompatible uses	Average - Retail and residential uses to the east, A3(M) bounds the site to the west. Some commercial uses nearby, with industrial uses at 25-27 London Road to the east. Conservation area to the east.	
Market Attractiveness	Average – an average quality site, with good access via road and public transport.	
Potential intensification/development	None identified.	

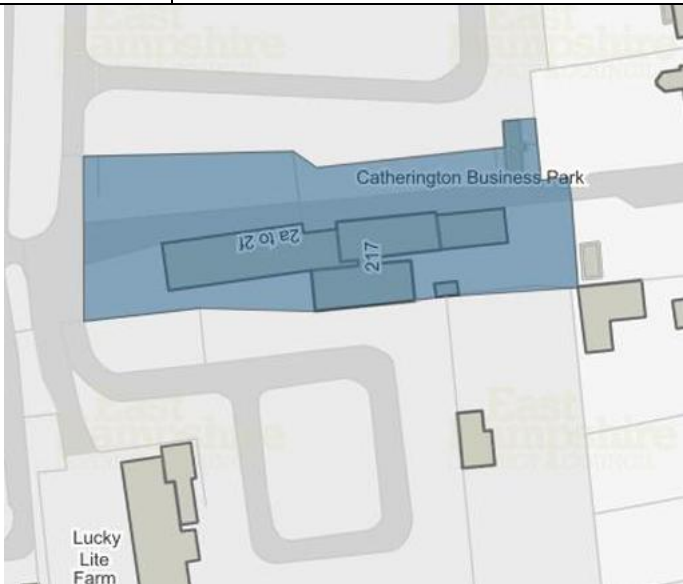
opportunities within current site boundaries	
Overall Recommendation	
Recommendation	Safeguard as a Local Employment Site.

25-27 London Road, Horndean, PO8 0BN		
Site ID		ELR/HO-009
		
Gross Site Area (Ha)		0.3
Overview / Existing Development		Industrial units with a focus towards automotive uses – occupiers including Horndean Car Sales, AKR Motor Company Ltd, Horndean Vehicle Repair Centre Ltd.
Planning History		21378/026 – Granted 01/11/2018 – Change of use from carwash to dog grooming.
Access to main road network		Good - c. 1.3 km to A3(M), however via town centre and residential areas.
Public Transport Adjacency		High - Bus stops nearby on London Road, with frequent services.
Proximity to built-up areas, services and workforce		Good
Quality and age of buildings		Average
Vacancy Rate		0% - No evident vacancy.
Quality of Existing Environment		Average – a functional site – no landscaping.
Local character / proximity to incompatible uses		Poor – Westfield Industrial Estate to the west, residential uses adjacent to the remainder of the site. Located within a Conservation Area.
Market Attractiveness		Average – a very visible site on the main road, near the centre of urban area with a wide range of services nearby.
Potential intensification/development opportunities within current site boundaries		None identified.
Overall Recommendation		
Recommendation		Safeguard as a Local Employment Site.

Kinches Farm, Roads Hill, Horndean, PO8 0TG	
Site ID	ELR/HO-010
	
Gross Site Area (Ha)	0.2
Overview / Existing Development	A small site with low intensity of use. Occupiers include Cannon Car Audio, Safeguard Hampshire and a beauty salon.
Planning History	20761/013 – Granted 26/06/2020 – Additional storage unit adjacent to existing storage.
Access to main road network	Good - Approx. 2.4 km to A3(M), however access via residential areas.
Public Transport Adjacency	Low – no bus stops/ railway stations nearby.
Proximity to built-up areas, services and workforce	Poor
Quality and age of buildings	Poor – Relatively dated buildings
Vacancy Rate	0% - No evident vacancy.
Quality of Existing Environment	Poor – a poorly laid out site with little circulation/turning space. Untidy site with gravel, unlevel car park.
Local character / proximity to incompatible uses	Poor – a relatively rural area with a small area of residential nearby. Approx. half of the site lies within a Conservation Area.
Market Attractiveness	Poor – a small, low-quality site, with relatively poor access via road and public transport. Not visible.
Potential intensification/development opportunities within current site boundaries	None identified.
Overall Recommendation	
Recommendation	No recommendation.

Rural Areas

Teagus Farm, Crouch Lane, Horndean, PO8 9SU		
Site ID	ELR/RA-020	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	Three industrial shed-type units in use as vehicle garages and horsebox hire, located on the periphery of Horndean.	
Planning History	None of relevance.	
Access to main road network	Poor - c.1.9 km from A3(M), however very poor local access via narrow lane.	
Public Transport Adjacency	Low – no bus stops / railway station nearby.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Average – pre 1980s units in acceptable condition.	
Vacancy Rate	0-10%	
Quality of Existing Environment	Poor – poor road surface – uneven gravel. Tight circulation.	
Local character / proximity to incompatible uses	Poor – a rural site with agricultural fields to the north, residential properties to the south.	
Market Attractiveness	Poor – an unattractive low-quality site with poor accessibility via Crouch Lane.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		
Recommendation	No recommendation.	

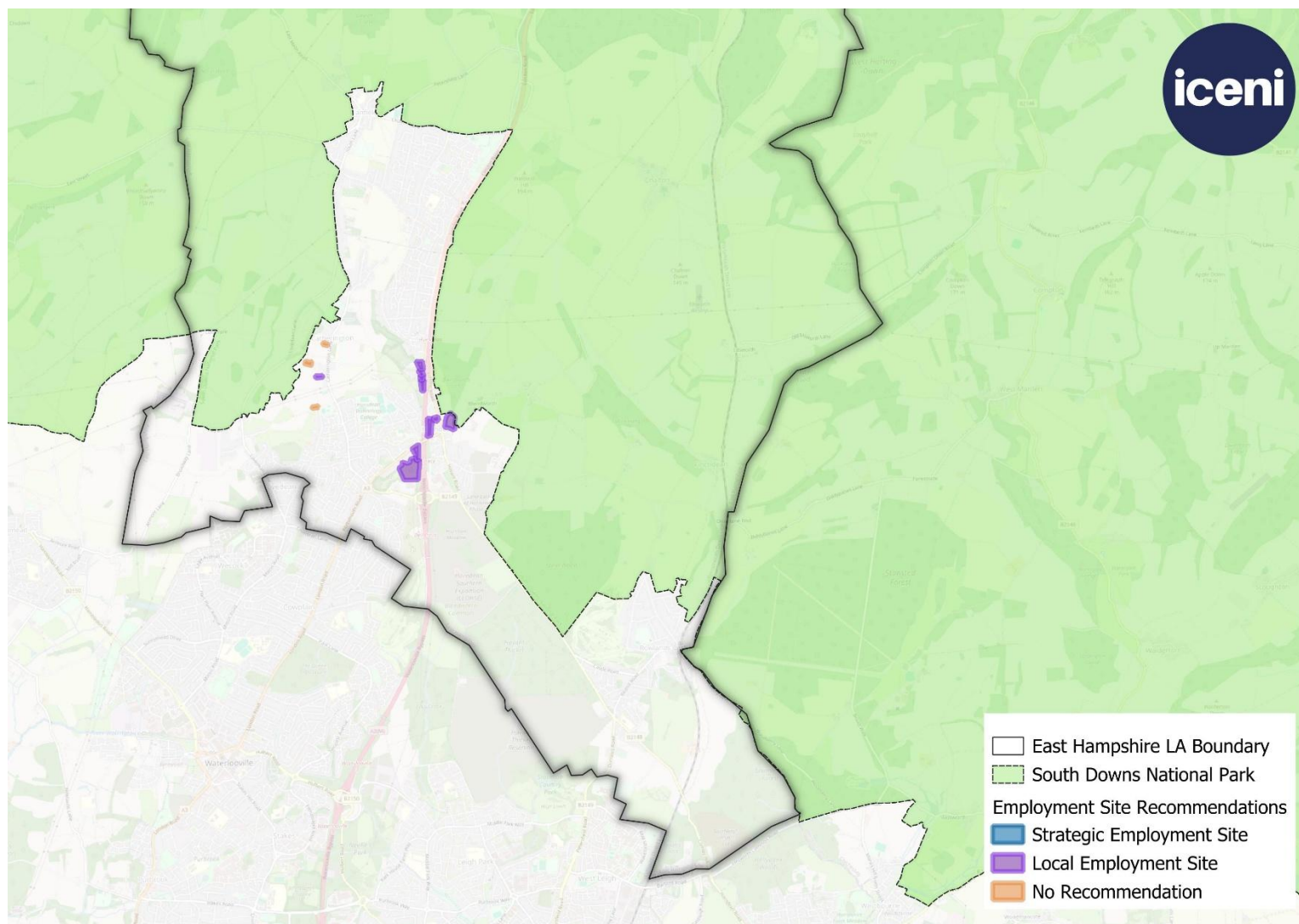
Catherington Business Park, PO8 0AQ		
Site ID	ELR/RA-021	
		
Gross Site Area (Ha)	0.2	
Overview / Existing Development	Small industrial/workshop units set within a caravan storage site.	
Planning History	None of relevance.	
Access to main road network	Average - c. 2.1 km from A3(M) via residential roads, narrow access road to site but with passing places.	
Public Transport Adjacency	Low – no bus stops / railway stations nearby.	
Proximity to built-up areas, services and workforce	Poor	
Quality and age of buildings	Good	
Vacancy Rate	0% - No evident vacancy.	
Quality of Existing Environment	Average – set within wider caravan storage site, unpaved car park, adequate circulation.	
Local character / proximity to incompatible uses	Average – set within a wider commercial site (open storage of caravans), residential to the east.	
Market Attractiveness	Average – an intensively-used, active site supporting small local businesses. A remote site, with no local services nearby.	
Potential intensification/development opportunities within current site boundaries	None identified.	
Overall Recommendation		

Recommendation	Safeguard as a Local Employment Site. Consider extending the boundary to include units 5-10 to the south of the current boundary.
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Whitegate Farm, Roads Hill, Horndean, PO8 0TG	
Site ID	ELR/RA-022
	
Gross Site Area (Ha)	0.3
Overview / Existing Development	An industrial estate located rurally at Whitegate Farm. Pete's Airlink (taxi service) appears to be the major occupier at the site.
Planning History	None of relevance.
Access to main road network	Very Poor – c. 2.7km to A3(M), however poor local access via narrow country lanes with difficult junctions and route travels via residential areas.
Public Transport Adjacency	Low – no bus stops/railway stations nearby.
Proximity to built-up areas, services and workforce	Poor
Quality and age of buildings	Average.
Vacancy Rate	0% - No evident vacancy.
Quality of Existing Environment	Poor – tight circulation, untidy site with uneven road surfaces.
Local character / proximity to incompatible uses	Average – Other commercial uses nearby (Catherington Business Park), small residential area nearby.
Market Attractiveness	Very Poor – Site has a remote feel with access via narrow country lanes with single track. A generally unattractive site.
Potential intensification/development	None identified.

opportunities within current site boundaries	
Overall Recommendation	
Recommendation	No recommendation.

Figure 3.4 Map Summarising Icení's Recommendations – South Sub-area



4. Review of Potential Future Employment Sites

LAA ref: AL-056 – Land North of A31



- 4.1 A 52 ha greenfield site on the southern edge of Alton promoted for mixed-use development (including c. 650 dwellings).
- 4.2 The site is well-located in relation to the Major Road Network, with the eastern end of the site lying adjacent to slip roads onto the A31. It is well-connected to the town of Alton, providing a good labour supply for employment development.
- 4.3 Potential constraints include the southern corner of the site being located in Flood Zone 2 and 3 and part of the site being susceptible to surface water flooding, landscape and topography constraints associated with an undulating topography and a TPO covering a small area of the site. The northern edge of the site lies adjacent to residential uses.
- 4.4 **Recommendation: Future use of this site could include an element of employment development. The western end of the site would be the most suitable location for employment development, given the access to the A31. Employment development could also provide a buffer between the A31 and residential development on the site.**

LAA ref: BIN-011 – Land at Neatham Manor Farm



- 4.5 A 98 ha greenfield site located to the east of Alton, adjacent to the A31. It has been promoted through the LAA primarily for residential development (approximately 1,250 dwellings). However, there may be potential for the site to accommodate an element of employment development alongside and complimentary to the residential use.
- 4.6 The site benefits from close proximity to a roundabout offering direct access onto the A31. The size of the site is likely to be sufficient to enable delivery of a new access onto the roundabout.
- 4.7 The site is also located close to an established employment area on the opposite side of the A31 within Alton, which is predominantly industrial in character. The site's proximity to Alton also means that there is a strong labour supply for employment development.
- 4.8 Employment development could provide a buffer between the A31 and proposed residential areas. Any employment uses would ideally be located closer to the site access to avoid heavy goods or commercial vehicles travelling via residential streets.
- 4.9 Potential constraints include topographical constraints associated with levels across the site, part of the site is susceptible to surface flood water and the site adjoins two areas of Ancient Woodland. It lies within a safeguarding area for Esso pipeline.
- 4.10 **Recommendation: Future use of the site could include an element of employment development. It is an attractive location that could accommodate employment development. B2/B8 development would require**

appropriate separation of access and buffering to residential development on the site.

LAA ref: CHA-006 – Land at Chawton Park - Employment



- 4.11 A narrow greenfield site (approx. 17ha) bounded by the A31 to the south and railway line to the north. The site has been promoted for employment/retail/leisure uses. It should be noted that this LAA site has the same land ownership as LAA CHA-007 Land at Chawton Park Farm, but are individual site promotions.
- 4.12 It is well-located in relation to Alton, providing a strong labour supply for employment uses.
- 4.13 The site slopes gently down from the north towards the A31. The SDNP is in close proximity on the southern side of the A31. It is also adjacent to a SINC, near to a conservation area and listed buildings. It lies within a safeguarding area for Esso pipeline.
- 4.14 Achieving a safe access to the site could be problematic and expensive and would likely require the reconfiguring of the A31 junction. This could render the viability of the development challenging, given the scale of the site.
- 4.15 **Recommendation: The site is well-located in relation to the Major Road Network, however the long, narrow shape of the site and potential access difficulties may restrict its potential for employment uses.**

LAA ref: CHA-007 – Chawton Park Farm



- 4.16 A large, predominantly greenfield site (approx. 87 ha), with a farmhouse and agricultural buildings included within the site boundary. The site has been promoted for mixed-use development, including approx. 855 dwellings. . It should be noted that this LAA site has the same land ownership as LAA CHA-006 Land at Chawton Park Farm - Employment, but are individual site promotions.
- 4.17 Access to the site currently poses a major constraint to the site's potential with regards to employment development. Access to the site from the A31 is currently via a narrow road (Northfield Lane) passing under a railway bridge posing height restrictions. This currently constrains vehicle movements, especially for HGVs.
- 4.18 The site has an undulating topography with some steep slopes. Other constraints include adjacent ancient woodland, a listed building on site, a strip through the centre of the site subject to surface water flooding and in Groundwater SPZ3, a part of the site lying within a SINC and close proximity to the SDNP in the south.
- 4.19 **Recommendation: The site has potential to accommodate an element of employment development, however the feasibility, scale and nature of any such use would be contingent on the provision of improved access arrangements.**

LAA Ref: CHA-002 - Land adjoining Northfield Lane, Alton



- 4.20 A greenfield site (approx. 5.4 ha) bounded by the A31 to the south and railway line to the north. The site has been promoted for employment uses.
- 4.21 It is well-located in relation to Alton, providing a strong labour supply for employment uses.
- 4.22 Achieving a safe access to the site could be problematic and expensive and would likely require the reconfiguring of the A31 junction. This could render the viability of the development challenging, given the scale of the site.
- 4.23 The SDNP is in close proximity on the southern side of the A31. It is also near to a conservation area and listed buildings. An 11 kV power line crosses the south western corner of the site
- 4.24 **Recommendation: The site is well-located in relation to the Major Road Network and Alton, however potential access difficulties may restrict its potential for employment uses.**

LAA ref: LIP-024 – Land adjacent to Passfield Mill Business Centre



- 4.25 A c. 4 ha site promoted for employment/older persons accommodation/self-build located adjacent to an existing employment site.
- 4.26 The site is located rurally and is detached from any settlements. The site is poorly connected to the Strategic Road Network, c. 4.5 km to the A3 via some residential areas. Public transport accessibility is also poor, with infrequent bus services from the current access on the B3004. This would limit the potential labour supply pool.
- 4.27 The site is located adjacent to Passfield Mill Business Centre, which is an active and well-occupied employment area supporting small businesses. However, the existing estate is of relatively poor physical quality.
- 4.28 Access is currently achieved via a long, single-track access road which, at its junction with the B3004, splits into two one-way lanes to prevent congestion. If the site were to be developed for employment uses, it may be necessary to widen the access road to prevent congestion associated with increased vehicle movements.
- 4.29 Other constraints include an SSSI to the south of the site and a number of TPOs along the site boundary.
- 4.30 Recommendation: This is a relatively poor-quality site in a rural location, with limited connectivity and constrained internal circulation which limits its market attractiveness. Proposals for employment development of a limited scale such as the expansion of existing businesses at Passfield Mill Business Centre could be a possibility.**

LAA ref: LIP-025 – Millcott Meadow, Passfield



- 4.31 A c. 1.8 ha site promoted for employment uses, located near to Passfield Mill Business Centre.
- 4.32 The site is located rurally and is detached from any settlements. The site is poorly connected to the Strategic Road Network, c. 4.5 km to the A3 via some residential areas. Public transport accessibility is also poor, with infrequent bus services from the current access on the B3004. This would limit the potential labour supply pool.
- 4.33 The site is located near to Passfield Mill Business Centre, which is an active and well-occupied employment area supporting small businesses. However, the existing estate is of relatively poor physical quality.
- 4.34 Access is currently achieved via a long, single-track access road which, at its junction with the B3004, splits into two one-way lanes to prevent congestion. If the site were to be developed for employment uses, it may be necessary to widen the access road to prevent congestion associated with increased vehicle movements.
- 4.35 The site lies adjacent to a Conservation Area in the north.
- 4.36 Recommendation: This is a relatively poor-quality site in a rural location, with limited connectivity and constrained internal circulation which limits its market attractiveness. Proposals for employment development of a limited scale such as the expansion of existing businesses at Passfield Mill Business Centre could be a possibility.**

LAA ref: ROP-006 – Land at Home Farm, Ropley



- 4.37 A c. 2.0 ha greenfield site located rurally in Ropley, towards the western edge of East Hampshire.
- 4.38 The site is well-located in relation to the A31 (approx. 0.6km away), although local access is relatively narrow and via residential properties limiting the suitability of the site for uses that would require frequent access for HGVs.
- 4.39 There is existing industrial and storage provision at Home Farm (industrial units) and within the neighbouring premises (Sylcombe Farm), including recent delivery of a number of high-quality E(g)/B2/B8 units at Sylcombe Farm. While this indicates a level of demand, the site's rural location and relative distance from larger settlements raises questions as to whether there is sufficient market demand to support additional employment development beyond what has already been provided.
- 4.40 The site is relatively detached from any larger settlements, thereby limiting its labour supply for employment uses.
- 4.41 The site gently slopes down from the south towards Petersfield Road. The entrance to the site on Petersfield Road is susceptible to surface water flooding and part of the site is within Groundwater SPZ 2.
- 4.42 Recommendation – The site is not recommended for employment uses. A significant quantum of employment development has been delivered recently on a neighbouring site, with potential for further intensification. It is**

unlikely that there will be sufficient market demand in this rural location to warrant an additional employment site of this size.

LAA ref: WHI-006 – North of Louisburg Employment Proposal (Enterprise Zone)



- 4.43 A c. 4.2 ha site located on the northern edge of Bordon. The area is currently largely wooded, with access already provided from Louisburg Avenue. The site forms part of a Hybrid Planning Application (55587/001) which includes Outline permission for up to 10,000 sqm employment floorspace within classes B1 and B2 within the mixed use development.
- 4.44 The site lies adjacent to the former Future Skills Centre and there are a number of small employment sites located nearby, including Wolfe Mead (offices), BASE Bordon Innovation Centre and Lion Court.
- 4.45 The undeveloped employment area 'Land adjacent Bordon Future Skills Centre' (TechForest) lies to the west of the site. This is a development-ready plot with outline planning permission which has stalled – this is understood to reflect the landowner's current development priorities rather than an underlying lack of demand.
- 4.46 The provision of additional employment land in this location is important to balance the significant housing development that has taken place, and continues to be planned, across Whitehill & Bordon. Delivering employment opportunities in the town would help support a sustainable local economy and reduce the need for residents to out commute.
- 4.47 The site benefits from good road connectivity (direct access to A325), a significant and growing local labour supply, and proximity to existing local amenities, making it an attractive location for future employment development.

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- 4.48 Recommendation – The site has considerable potential for accommodating employment uses. It benefits from existing infrastructure, strong accessibility and proximity to existing employment uses. Development for employment uses could further help balance housing growth in Whitehill & Bordon.**

LAA ref: WHI-030 – North of Louisburg Employment Proposal



- 4.49 A c. 2.3 ha site located on the northern edge of Bordon. The area is currently wooded. Access onto the A325 could be achieved from Hudson Road.
- 4.50 The site lies adjacent to the north of the undeveloped employment area 'Land adjacent Bordon Future Skills Centre' (TechForest). The TechForest site is a development-ready plot with outline planning permission which has stalled, however this is understood to reflect the landowner's current development priorities rather than a lack of demand.
- 4.51 There are a number of small employment sites located nearby, including Wolfe Mead (offices), BASE Bordon Innovation Centre and Lion Court.
- 4.52 The provision of additional employment land in this location is important to balance the significant housing development that has taken place, and continues to be planned, across Whitehill & Bordon. Delivering employment opportunities in the town would help support a sustainable local economy and reduce the need for residents to out commute.
- 4.53 The site benefits from good road connectivity (direct access to A325), a significant local labour supply, and proximity to existing local amenities, making it an attractive location for future employment development.
- 4.54 Recommendation – The site could form a logical extension to the stalled TechForest employment site which adjoins to the south. The site has potential for Office/R&D/Light Industrial (Class E(g)) uses given its proximity to residential areas.**

LAA ref: WOR-002 – Pylon Field, Alton



- 4.55 A 14.1 ha greenfield site promoted for employment uses to the east of Alton adjacent to the A31. The site comprises part of a planning permission (55465/001) granted for the installation of a solar farm and associated infrastructure. This has been implemented on the parcel of land to the south of the promoted site.
- 4.56 The site currently has weak accessibility by road, located approx. 2.4 km from the A31, accessed via residential streets and the established industrial area along Mill Lane. There is an existing junction onto the B3004 serving the established solar farm, however this may require upgrading should the site be developed.
- 4.57 The site benefits from good public transport accessibility, being located approximately 1.3 km from Alton railway station, with bus stops offering relatively frequent services situated around 110 metres from the site.
- 4.58 The site is located in reasonable proximity to an established employment area on the eastern side of Alton and benefits from access to a strong local labour supply.
- 4.59 A number of constraints affect the site. Electricity pylons cross the site, which may restrict the height and scale of development including the size of units that could be accommodated. In addition, the southern and eastern boundary is susceptible to surface water flooding and an ESSO fuel pipeline runs through the centre of the site. The site slopes steeply down towards the south.
- 4.60 Recommendation - On its own the site is not considered attractive for employment uses and benefits from an extant consent for further solar farm development. Whilst it may warrant further consideration as part of a larger, strategic development to the east of the A31, careful consideration would be required as to achieving an attractive site access.**

LAA ref: WOR-003 – Land adjacent to Worldham Golf Club



- 4.61 A c. 2.9 ha greenfield site promoted for employment uses to the east of Alton, south of the B3004.
- 4.62 The site has average accessibility by road, located approx. 2.4 km from the A31, accessed via residential streets and the established industrial area along Mill Lane. There is an existing junction onto the B3004 serving the established solar farm, however this may require upgrading should the site be developed.
- 4.63 The site benefits from good public transport accessibility, being located approximately 1.3 km from Alton railway station, with bus stops offering relatively frequent services situated around 110 metres from the site.
- 4.64 The site is well located in close proximity to an established employment area on the eastern side of Alton and benefits from access to a strong local labour supply.
- 4.65 There is a small access gate from the B3004 into the site, however this junction would require improvement if the site were to be developed.
- 4.66 A number of constraints affect the site. Electricity pylons run through the site and would restrict the development potential. The site slopes steeply from the B3004. The majority of the site lies within FZ 3 and the site is susceptible to surface water flooding. An ESSO fuel pipeline runs through the part of the site which may constrain development.

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- 4.67 Recommendation – There are a range of constraints that affect the feasibility and commercial attractiveness of this site and it is therefore considered considerably restricted in terms of its suitability for employment uses.**

LAA ref: BIN-008 - Land at Lynch Hill, Alton



- 4.68 An approx. 9.4 ha greenfield site which has an extant allocation to accommodate approx. 7 ha of employment land (EMP1, Housing & Employment Allocations Plan adopted 2016). The site is located on the north-eastern edge of Alton, adjacent to existing employment uses along Mill Lane and Waterbrook Road. The A31 lies to the east of the site, with current access from the site onto the A31 via Mill Lane.
- 4.69 The site was granted outline permission for development of up to 7 ha of employment land (use classes B1a, B1c, B2 and B8) with associated access in 2020, however this permission has not been implemented.
- 4.70 The site is now being promoted for mixed use development (residential with an element of employment), and has been extended towards the north with a total approximate area of 14.4 ha. The site could be suitable for a mixed development comprising residential uses with an element of employment. Employment uses would be best-suited to the lower lying parts of the site (south and west), adjacent to the existing industrial and commercial area. This would mitigate the visual impact of employment development and avoid conflicts with more sensitive uses by consolidating employment activity in an already established location.
- 4.71 Recommendation – The site has potential to accommodate employment development. A suitable quantum of employment land would likely be up to 4 ha (approx.30% site area).**

LAA ref: WOR-004 - Land at Wilsom Road, Alton



- 4.72 An approx. 3.55 ha greenfield site which has an extant allocation to accommodate approx. 3 ha of employment land (EMP2, Housing & Employment Allocations Plan adopted 2016).
- 4.73 The site is located to the southeast of Alton on land to the east of Wilsom Road. It is bordered by Wilsom Road to the west, the A31 to the east and Alton Business Centre/Omega Park to the north. Alton town centre and rail station are within walking/cycling distance to the northwest of the site.
- 4.74 The River Wey bisects the site from south to north, which may restrict the scale of development including the size of units that could be accommodated. The site is susceptible to fluvial and surface water flooding, with central parts of the site identified as FZ 2 and 3.
- 4.75 The site has not come forward for employment uses. It has limited commercial attractiveness, given the distance from the site to access the A31 (approx. 2.3 km). The scale, size and layout of units on the site would be limited by the River Wey bisecting the site which limits its overall deliverability.
- 4.76 Recommendation – The site has limited commercial attractiveness and is unlikely to be deliverable. It should not be relied upon as part of the employment land supply.**

LAA ref: WHI-019 - Lion Court, Bordon



- 4.77 The site is currently vacant, previously occupied by Richers & Vision (see Safeguarded Employment Areas 'Lion Court'). It has been promoted for employment uses, with intentions to expand the current employment uses on the site).
- 4.78 An outline planning permission was submitted in April 2025 (EHDC-25-0501-OUT) for the retention of three existing commercial units and erection of 10 units for general industrial (Class B2), storage and distribution (Class B8), and research and development / industrial (Class E(g)(ii) and E(g)(iii)). The application is pending decision as of January 2026.
- 4.79 The site benefits from very good road accessibility, with direct access onto the A325 and relatively good public transport accessibility, with bus stops adjacent to the site entrance served by multiple bus routes. This makes the site attractive from a commercial point of view in terms of access to labour supply and the efficient movement of goods.
- 4.80 The site's location on the northern edge of Bordon allows it to draw on the town's workforce and places it in a strong position to support the local economy. The development of employment uses on the site would help to rebalance the significant housing delivery that has recently taken place, and is planned for the future, by providing additional local employment opportunities.
- 4.81 The site is not constrained by the presence of nearby incompatible or sensitive uses, making it well suited to industrial development without giving rise to adverse amenity impacts.

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- 4.82 Recommendation – The site is suitable for further employment development and could play a role in balancing housing and employment provision in Whitehill & Bordon.**

LAA ref: MED-026 Land West of Lymington Bottom Road, South Medstead



- 4.83 LAA ref MED-026 has been promoted for mixed-use development including employment development.
- 4.84 The site is an undeveloped greenfield pasture located in South Medstead, to the north of Four Marks. The site is adjacent to residential areas including recent residential development at Longbourn Way and lies to the north of the Watercress Line, a heritage railway line.
- 4.85 Access to the site currently poses a major constraint to the site's potential with regards to employment development. Although the site lies in close proximity to the A31, access is currently achieved via a narrow tunnel beneath the railway line, which represents a significant constraint on further development. Employment uses would be likely to generate increased traffic movements, including servicing and deliveries, and may require access for larger commercial vehicles. The existing access arrangement is therefore unlikely to be suitable to accommodate the scale and nature of traffic associated with further employment development.
- 4.86 It is notable that South Medstead and Four Marks currently has limited industrial space relative to its size and therefore the provision of employment uses at this site alongside residential uses could help to address this imbalance and provide local employment opportunities.
- 4.87 Recommendation: The site has potential to accommodate an element of employment development, however the feasibility, scale and nature of any such use would be contingent on the provision of improved access arrangements.**

5. Summary and Conclusions

Existing Site Assessments

- 5.1 Iceni has undertaken an up-to-date review of the sites included within the 2023 assessment in October 2025.
- 5.2 21 sites have been recommended to be safeguarded as Strategic Employment Sites and 65 have been recommended to be safeguarded as Local Employment Sites. The complete summary list of sites and their respective recommendations is provided in Appendices A1 and A2.
- 5.3 The site assessments also considered whether adjustments to the currently defined safeguarded employment area boundaries were necessary. Iceni recommended boundary amendments for 16 sites, as set out in the table below.

Table 5.1 Recommended Boundary Amendments

Site Reference	Site Name	Recommended Change to Boundary
ELR-AL-005	Kerridge Industrial Estate	Amend the site boundary to exclude the area in use as station car parking.
ELR-AL-018	Waterbrook Road	Consider extending the site boundary to include the employment uses to the south of the site which share the same access (including Holcim Readymix Concrete, Grey Fox Recycling).
ELR-AL-023	Borovere Business Park	The site boundary should be amended to exclude the agricultural buildings to the rear of the site which are not in employment use.
ELR/FM-006	Mansfield Business Park	Amend the site boundary to exclude the area of recent residential development.
ELR/FM-008	Beverley Court	Amend the site boundary to exclude the area on the southern side of the site being used as a caravan site.
ELR/RA-008	West End Farm, Froyle	Consider amending the site boundary to include the units occupied by Rawles Motorsport Ltd. to the south of the currently defined area.
ELR/RA-017	Solridge Business Park	Boundary should be amended to include the unit to the west of the current boundary which is in employment use.
ELR/RA-019	High Acres	Extend the current site boundary to include the area of the site accommodating self-storage containers adjacent to Willis Lane.
ELR/RA-024	Lyeway Farm	Consider amending the site boundary to exclude the portion of the site that remains in agricultural use.
ELR/WB-005	Broxhead Trading Estate	Amend the site boundary to remove the poultry shed and include the full extent of the site to the rear.

ELR/LIP-002	Beaver Industrial Estate	Extend the boundary to include the storage yard at rear currently occupied by Alstom.
ELR/LIP-008	Chiltlee Manor	Extend the boundary to include the car park to the rear of the site.
ELR/KIN-002	Dean Farm, Forge Road	Extend the site boundary to include the industrial unit to the east of the current boundary.
ELR/RA-001	Wishanger Farm Estate, Wishanger Lane	Amend the site boundary to exclude the residential property on the south west edge.
ELR/HO-007	Crookley Park House	Consider amending the site boundary to include only the warehouse unit, excluding the retail use.
ELR/RA-021	Catherington Business Park	Consider extending the boundary to include units 5-10 to the south of the current boundary.

5.4 The site assessments have then considered the potential to accommodate employment development on existing sites which are identified as Employment Areas. It should be noted that these areas of land have not been included within the supply position.

5.5 We consider that there could be development potential as follows:

Table 5.2 Development Potential on Existing Sites

Site Reference	Site Name	Development / Intensification Potential
ELR/AL-001	Alton Business Centre	Large car park adjoining Cedar Vets – this could present an opportunity for intensification if this quantum of parking space is not required.
ELR-FM-001	The Stone Yard	Potential for intensification within the boundaries.
ELR/FM-009	Estevan	Potential for further expansion on the western side of the site.
ELR/RA-025	Sylcombe Farm	Potential for further units to be constructed towards the rear (southern side) of the site.
ELR/WB-006	Lion Court	Potential for expansion of employment uses at the site, as exemplified by a pending planning application.
ELR/WB-007	Land Adjacent Bordon Future Skills Centre	Site yet to be developed.
ELR/PA-001	Passfield Enterprise Centre	Potential for intensification of the areas in use as open storage.
ELR/RA-015	Oakhanger Farm Business Park	The overflow car park could provide an extension to the existing site if not required. Planning has been granted for an extension to the site including the overflow carpark area and further land to the north. No evident signs that this permission has been implemented.

Review of Potential Future Employment Sites

5.6 The table below summarises the recommendations for each of the sites reviewed for potential future employment use.

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- 5.7 Subject to any relevant constraints, Icení recommends that 10 sites may be suitable for accommodating at least an element of employment provision (AL-056, BIN-011, CHA-006, CHA-002, CHA-007, WHI-006, WHI-030, BIN-008, WHI-019, MED-26).
- 5.8 Pylon Field, Alton (WOR-002) is not considered attractive for employment on its own however may warrant further consideration as part of a larger, strategic development, subject to careful consideration regarding achieving an attractive site access.
- 5.9 The remainder of the sites assessed are not recommended for employment uses. Icení are of the view that there would be limited market demand for employment development at Land adjacent to Passfield Mill Business Centre (LIP-024), Millcott Meadow, Passfield (LIP-025), and Land at Home Farm, Ropley (ROP-006). Land adjacent to Worldham Golf Club (WOR-003) is affected by a range of constraints that affect its feasibility and commercial attractiveness and it is therefore considered considerably restricted in terms of its suitability for employment uses.

Table 5.3 Summary of Recommendations - Potential Future Employment Sites

Site	Recommendation
AL-056 – Land North of A31	Future use on this site could include an element of employment development. The western end of the site would be the most suitable location for employment development, given the access to the A31. Employment development could also provide a buffer between the A31 and residential development on the site.
BIN-011 – Land at Neatham Manor Farm	Future use on this site could include an element of employment development. It is an attractive location that could accommodate employment development. B2/B8 development would require appropriate separation of access and buffering to residential development on the site.
CHA-006 – Land at Chawton Park Farm	The site is well-located in relation to the Major Road Network, however the long, narrow shape of the site and potential access difficulties may restrict its potential for employment uses.
CHA-002 - Land adjoining Northfield Lane, Alton	The site is well-located in relation to the Major Road Network and Alton, however potential access difficulties may restrict its potential for employment uses.
CHA-007 – Chawton	The site has potential to accommodate employment development, however the feasibility, scale and nature of any such use would be contingent on the provision of improved access arrangements.

LIP-024 – Land adjacent to Passfield Mill Business Centre	This is a relatively poor-quality site in a rural location, with limited connectivity and constrained internal circulation which limits its market attractiveness. Proposals for employment development of a limited scale such as the expansion of existing businesses at Passfield Mill Business Centre could be a possibility.
LIP-025 – Millcott Meadow, Passfield	This is a relatively poor-quality site in a rural location, with limited connectivity and constrained internal circulation which limits its market attractiveness. Proposals for employment development of a limited scale such as the expansion of existing businesses at Passfield Mill Business Centre could be a possibility.
ROP-006 – Land at Home Farm, Ropley	The site is not recommended for employment uses. A significant quantum of employment development has been delivered recently on a neighbouring site, with potential for further intensification. It is unlikely that there will be sufficient market demand in this rural location to warrant an additional employment site of this size.
WHI-006 – North of Louisburg Employment Proposal (Enterprise Zone)	The site has considerable potential for accommodating employment uses. It benefits from existing infrastructure, strong accessibility and proximity to existing employment uses. Development for employment uses could further help balance housing growth in Whitehill & Bordon.
WHI-030 – North of Louisburg Employment Proposal	The site could form a logical extension to the stalled TechForest employment site which adjoins to the south. The site has potential for Office/R&D/Light Industrial (Class E(g)) uses given its proximity to residential areas.

WOR-002 – Pylon Field, Alton	On its own the site is not considered attractive for employment uses and benefits from an extant consent for further solar farm development. Whilst it may warrant further consideration as part of a larger, strategic development to the east of the A31, careful consideration would be required as to achieving an attractive site access.
WOR-003 – Land adjacent to Worldham Golf Club	There are a range of constraints that affect the feasibility and commercial attractiveness of this site and it is therefore considered considerably restricted in terms of its suitability for employment uses.
BIN-008 - Land at Lynch Hill, Alton	The site has potential to accommodate employment development. A suitable quantum of employment land would likely be up to 4 ha (approx.30% site area).
WHI-019 - Lion Court, Bordon	The site is suitable for further employment development and could play a role in balancing housing and employment provision in Whitehill & Bordon.
MED-026- Land West of Lymington Bottom Road, South Medstead	The site has potential to accommodate an element of employment development, however the feasibility, scale and nature of any such use would be contingent on the provision of improved access arrangements.

A1. Sites recommended to be safeguarded as Local Employment Sites

- ELR/AL-005
- ELR/AL-006
- ELR/AL-011
- ELR/AL-020
- ELR/AL-021
- ELR/AL-022
- ELR/AL-023
- ELR/BEN-001
- ELR/BEN-002
- ELR/FM-001
- ELR/FM-003
- ELR/FM-004
- ELR/FM-005
- ELR/FM-006
- ELR/FM-007
- ELR/FM-010
- ELR/RA-002
- ELR/RA-003
- ELR/RA-005
- ELR/RA-007
- ELR/RA-008
- ELR/RA-009
- ELR/RA-010

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- ELR/RA-011
 - ELR/RA-013
 - ELR/RA-014
 - ELR/RA-017
 - ELR/RA-018
 - ELR/RA-019
 - ELR/RA-024
 - ELR/RA-025
 - ELR/RA-026
 - ELR/RA-030
 - ELR/RA-031
 - ELR/WB-001
 - ELR/WB-002
 - ELR/WB-004
 - ELR/WB-005
 - ELR/WB-010
 - ELR/LIP-002
 - ELR/LIP-003
 - ELR/LIP-005
 - ELR/LIP-006
 - ELR/LIP-007
 - ELR/LIP-008
 - ELR/LIN-002
 - ELR/KIN-001
 - ELR/KIN-002
 - ELR/KIN-003

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- ELR/KIN-004
 - ELR/PA-001
 - ELR/RA-001
 - ELR/RA-015
 - ELR/RA-016
 - ELR/RA-023
 - ELR/HO-001
 - ELR/HO-002
 - ELR/HO-003
 - ELR/HO-004
 - ELR/HO-005
 - ELR/HO-006
 - ELR/HO-007
 - ELR/HO-008
 - ELR/HO-009

A2. ELR/RA-021 Sites recommended to be safeguarded as Strategic Employment Sites

- ELR/AL-001
- ELR/AL-002
- ELR/AL-003
- ELR/AL-004
- ELR/AL-007
- ELR/AL-008
- ELR/AL-009
- ELR/AL-010
- ELR/AL-012
- ELR/AL-013
- ELR/AL-014
- ELR/AL-015
- ELR/AL-016
- ELR/AL-017
- ELR/AL-018
- ELR/AL-019
- ELR/WB-003
- ELR/WB-006
- ELR/WB-007
- ELR/WB-008
- ELR/WB-009