

Draft Test Valley Local Plan 2042

Interim Accessibility Assessment

Revised Regulation 18 (2025)

1 Introduction

- 1.1. The purpose of this interim assessment is to provide an overview of the accessibility of the proposed site allocations in the Revised Regulation 18 draft local plan. The outcome of this assessment identifies the accessibility to key facilities and services and the facilitators and barriers to movement and active travel to help inform the assessment of sites.
- 1.2. By accessibility, we mean the ability to access services and facilities to meet the daily needs of residents by active travel modes. Active travel modes are considered to be the ability to walk or 'wheel' for short journeys to the chosen destination. Short journeys are considered to be under a 20-minute walk or cycle consistent with the 20-minute neighbourhood principle¹. The objective of the 20-minute neighbourhood is to enable short journeys that avoid reliance on the private car and increase opportunities for health and well-being, which is a key objective of Hampshire County Council's Local Transport Plan 4².
- 1.3. The assessment of accessibility and transport impacts takes place throughout plan making. This work builds on the previous Transport Assessment baseline accessibility work. An updated Transport Assessment will be undertaken to inform the Regulation 19 Stage.
- 1.4. The accessibility of sites to services and facilities is one factor feeding into the consideration of proposed sites. See the Site Selection Topic Paper for the overall assessment. This assessment only applies to those settlements where a site allocation has been proposed.

2 Planning Policy Context

- 2.1 The Council commenced preparation of the draft Local Plan in 2018, and since then several stages have been undertaken including an 'Issues and Options' and a 'Refined Issues and Options' in summer of 2020. Followed by a 'Regulation 18 Stage 1' consultation in winter-spring 2022, and a 'Regulation 18 Stage 2' consultation in February– April 2024. This Revised Regulation 18 focuses solely on matters related to addressing our increased housing needs, prior to the final draft (Regulation 19) Local Plan.
- 2.2 At the national planning policy level promoting sustainable transport is an important matter, it takes into account various matters including understanding and addressing the potential impacts of development on transport networks and identifying and pursuing opportunities to promote walking, cycling and public transport use.
- 2.3 The Hampshire County Council Local Transport Plan 4 also has a number of objectives which include reducing transport related carbon emissions,

¹ [The 20-minute neighbourhood - Town and Country Planning Association](#)

² [Draft Local Transport Plan 4](#)

supporting a connected economy, creating successful places and enables active travel and active lifestyles among other things.

3 Methodology

- 3.1 This assessment assesses the accessibility of sites on a settlement basis. Only settlements where proposed sites are allocated are assessed. The assessments are set out differently for the larger settlements and the rural settlements within the borough, this is in order to reflect the varying range of facilities and service available across these settlements.
- 3.2 Accessibility in this context means the ability to be able to walk, wheel or access public transport options to get to local facilities and services. This has been considered in relation to key facilities such as green spaces, shops, community facilities and primary education. The methodology is set out in Table 1.
- 3.3 For larger sites, only proposed sites are assessed, however we have considered the accessibility of alternative sites, which is set out in the Site Selection Topic Paper. Using the 20-minute neighbourhood principles, the distance to key facilities required to meet daily needs are mapped to show the relationship between the proposed site and the nearest key facility. This is shown at Appendix 2.
- 3.4 For rural settlements, both proposed sites and alternative sites are assessed to help consider the comparison between sites, in relation to this matter. For rural settlements the consideration of the relationship to a larger settlement, usually the one in closest proximity to the settlement, and its facilities and services have been assessed. Consideration of whether the settlement is served by public transport is set out too. This is shown at Appendix 1.
- 3.5 The following settlements all include proposed sites and have been assessed: Andover, Romsey, Ludgershall, Charlton, Stockbridge, Nursling and Rownhams, Valley Park, North Baddesley, Abbots Ann, Appleshaw, Barton Stacey, Braishfield, Broughton, Chilbolton, Enham Alamein, Goodworth Clatford, Grateley Station/Palestine, Lockerley, Thruxton, Upper Clatford, Wellow and Weyhill

Table 1: Assessment Methodology

1. Distance to key facilities	<p>Distance is applied using distance bandings which are to key facilities (school, shop, pub, community hall, recreation area and bus stop):</p> <ul style="list-style-type: none"> - Up to 800m - Between 800m and 1.6km - Between 1.6 km and 5km - Over 5km <p>Measurements from the site to the applicable facility are taken from the edge of the site and follow the most convenient route</p>
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	via active travel modes, where available. Where there is no key facility, N/A will apply apart from for schools and shops where if the nearest facility is outside of the settlement this will be noted.
2a. Facilitators to movement	Narrative on what infrastructure there is from the site to key facilities that will enable travel by active modes and pass by other properties providing opportunities for natural surveillance.
2b. Barriers to movement	Narrative on how close the site is to key vehicular routes that carry more than local traffic and/or traffic at speeds of 50mph or more. Additionally other barriers such as crossing or bus stop infrastructure.

- 3.6 Across all settlements the methodology will gather a degree of quantitative information such as the scale of the settlement, number of major roads and types of active travel infrastructure.
- 3.7 The assessment has been undertaken at a particular point in time at a desktop level using the cross references with other background information such as GIS information, Google maps and officers' knowledge of the Borough. Reflecting these sources and the fine grain level of detail provided, there may be limitations with the extent of the network covered in the narrative on facilitators and barriers to movement.
- 3.8 The aim of the narrative is to set out the usability of active travel modes. The outcomes, alongside further transport modelling undertaken to inform the next stage of the Local Plan, will help to refine and inform the site policies in the draft Local Plan.

4 Summary and conclusions

- 4.1 Given the range of facilities and services at our larger settlements, there are only a few instances where there are key facilities which are not within a 20 minute/1.6km walking distance from the sites. These settlements also tend to have better access to public transport and better-quality infrastructure to allow for walking and 'wheeling' to key facilities than the more rural settlements.
- 4.2 Many of the rural settlements have access to a number of the identified key facilities to meet daily needs, via active modes however, there are some settlements where improvements may be required to improve connectivity, such as where Local Cycling and Walking Infrastructure Plans have identified schemes. Finally, when considering accessibility to higher tier settlements many of these settlements are lacking regular public transport services.
- 4.3 Further work will be undertaken to inform the Regulation 19 stage in relation to the cumulative impact on highway capacity balanced with prioritising sustainable travel modes and mitigation requirements. This assessment will inform that work and will be updated as relevant.

Appendix 1: Rural Settlements

Settlement: Abbotts Ann					
Settlement context: Centred around two key routes of Duck Street and Little Ann Road. Church Road links Duck Street with Little Ann aligned with the A343 Salisbury Road. Most of the villages key facilities are aligned along Duck Street. With the exception of the school and the sports ground, all other facilities are in close proximity to each other in the northern part of the settlement and close to residential properties. There is also a pub in Little Ann on A343. Abbots Ann does not have a regular bus service although there are bus stops on Duck Street. There is a bus stop at St. John's Cross along the A343 which is served by bus no.73 twice a day to Peter Symonds college in Winchester and a limited service to Salisbury (no. 87). There is also a bus stop opposite the pub on the A343 at Little Ann. The A343 and A303 are barriers to active travel to access services in Andover. There is a narrow footway along the A343/Salisbury Road (50mph). There is a gravel surface permissive path which starts on the north side of Salisbury Road at the junction with the A343 up to Balksbury Hill.					
Scale: Approx 900m by 1.2 km taking in Little Ann to the east		Relationship with upper tier settlement: Abbotts Ann is less than 5km from Andover (Tier 1) separated by the A303 and A343 Salisbury Road.			Key route to higher tier settlement: A343/Salisbury Road
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land at Bulbery Field, Duck Street	300	School	Up to 800m	No footway on Church Street and Little Ann Road No footway from school along Duck Street to St Johns Cross on A343 Salisbury Road where there is a bus stop	Footway along Duck Street from Hillside at northern end of village to School at southern end.
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/Sport/ Rec ground	Up to 800m		
		Village hall	Up to 800m		
		Bus stop	Up to 800m		
Land adjoining new Abbots Ann Primary School	68	School	Up to 800m	Narrow footway present. This ends towards the entrance/end of the road. Some parts of the road have no path Single lined country lane with	Footway present to facilitate walking Road signage – clear 30mph limit – low speed country lane Traffic calming measures along the road
		Shop	Between 800m and 1.6km		
		Pub	Between 800m and 1.6km		

		Play/Sport/ Rec ground	Up to 800m	many parked cars. No street lighting	Although no PRow which run adjacent to the site there are some which are nearby to the site
		Village hall	Between 800m and 1.6km		
		Bus stop	Up to 800m		
Land at Abbotts Hill	69	School	Between 800m and 1.6km	Single pathway running along Little Ann.	Footpaths are highlighted using wayfinding signage.
		Shop	Between 800m and 1.6km	No street lighting	Road signage – clear 30mph limit
		Pub	Up to 800m		
		Play/Sport/ Rec ground	Between 800m and 1.6km		
		Village hall	Between 800m and 1.6km		
		Bus stop	Up to 800m –		
Land east of Manor Close	179	School	Up to 800m	Single pathway running along Duck Street. This ends towards the entrance/end of the road. Some parts of the road have no path	PRow which runs adjacent to the site.
		Shop	Up to 800m		Road signage – clear 30mph limit – low speed country lane.
		Pub	Up to 800m		
		Play/Sport/ Rec ground	Up to 800m		
		Village hall	Between 800m and 1.6km	Single width country lane with many parked cars.	
		Bus stop	Up to 800m	No street lighting	
Land southeast of Dunkirt Lane	190	School	Up to 800m	Single width country lane	PRow adjacent to the site – wayfinding signage
		Shop	Up to 800m	No footpaths on either side of the road	Can use PRow to access bus stop
		Pub	Up to 800m		
		Play/Sport/ Rec ground	Up to 800m	No street lighting	
		Village hall	Up to 800m		
		Bus stop	Up to 800m		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by existing footways, particularly on the northern sector of Duck Street along which most village facilities are accessed. The consistency of footpaths in other parts of the village are limited.

PRoW footpaths 1, 5 and 12 are in the vicinity of residential properties and other facilities along Duck Street enabling an alternative route to the shop and pub away from Church Street and Little Ann Road where there is no footway.

Accessibility to higher tier settlement

Abbotts Ann is less than 5km from Andover and is potentially accessibly by bicycle. However, the A343 and Salisbury Road are 50 mph roads and crossing the A343 to reach the permissive path on the north side of Salisbury Road to access Andover is not facilitated or assisted by any crossing infrastructure.

While there is bus stop infrastructure along Duck Street and the A343, bus services are limited and infrequent.

Settlement: Appleshaw

Settlement context:

Appleshaw is to the west of Andover and is accessed via the A342/Weyhill Road. A number of facilities are accessed from Biddesden Bottom Road which runs north to south through the village and connects with the A342/Weyhill Rd/Andover Rd and the recreational ground and St Peters Church. The village has a school located to the north east which is accessed from Eastville Road. Appleshaw is located in close proximity to a key secondary cycle route between Andover and Ludgershall which is highlighted in the Northern Test Valley LCWIP which is locally important.

The area does have a community bus service which runs through the village (C1), however these are irregular with 1 service to and from Andover and are a bookable service only. A regular service between Andover and Salisbury (activ8) runs from the southern end of the village along the A342 which is approximately a 15-20 minute walk from Appleshaw.

Scale: Approx 880m by 880m		Relationship with upper tier settlement: Appleshaw is over 5km to Andover.		Key route to higher tier settlement: A342/Weyhill Road	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land south of Eastville Road	90	School	Up to 800m	Narrow footways which run along Eastville Road from Appleshaw Dene and ends at the school entrance	PRoWs in the vicinity which can facilitate movement between the settlement Footway to facilitate walking towards the school
		Shops	Between 1.6km and 5km – out of village		
		Pub	Between 800m and 1.6km		
		Play/sport/rec ground	Up to 800m		

		Village hall	Between 800m and 1.6km		
		Bus stop –	Up to 800m with infrequent bus services to Andover		
Land north of Eastville road	89	School	Up to 800m	Narrow country single track No footpaths present No crossing facilities to the single footway located on Eastville Road	PRoWs in the vicinity which can facilitate movement between the settlement Close proximity to the school
		Shops	Between 1.6km and 5km – out of village		
		Pub -	Between 800m and 1.6km		
		Play/sports rec	Up to 800m		
		Village hall	Up to 800m		
		Bus route	Up to 800m with irregular service to Andover		
Land south of Appleshaw	88	School	Up to 800m	No footways present No street lighting	
		Shops	Between 1.6km and 5km – out of village		
		Pub	Between 800m to 1.6km		
		Play/sport/rec	Up to 800m		
		Village hall	Up to 800m		
		Bus stop	N/A		
Land west of Appleshaw	462	School	Between 800m and 1.6km	No footways present	PRoW is in close proximity to the site

		Shops	Between 1.6km and 5km – out of village	No street lighting	
		Pub	Up to 800m		
		Sports rec/ play	Up to 800m		
		Village hall	Up to 800m		
		Bus stop	Up to 800m with irregular service to Andover		

Summary

Local accessibility

Not served by consistent footpath network, particularly along Back Lane, Appleshaw Dene and Biddesden Bottom Road. However, there are a number of PRowWs which are present within the settlement and can be further mitigated by the topography of the land being relatively flat in most places. In addition, there are existing footways which connect to the primary school located within the settlement and many of the roads are mainly low speed (30mph).

There are a number of PRowWs within the settlement, although these generally do not connect with one another and are stand alone.

Accessibility to higher tier settlement

There are barriers to access to Andover via active modes due to distance, both, lack of footways in and around the settlement and speed of the A342 and therefore walking may not practical. Whilst there are bus services these are not regular from the core of the settlement and users would need to use bus stops located along the A342 which are located approx. 1.5 miles from Appleshaw and more than a 20 minute walk.

Settlement: Barton Stacey

Settlement context

Barton Stacey is built around two key routes, The Street and Bullington Lane. The Street is the main road through the village running north where it connects to the A303 to south where it connects to the A30. Bullington Lane branches off of The Street in the centre of the village and links to Bullington in the east. Roberts Road is a relatively modern connection between these roads with former MOD properties.

Almost all key services and facilities in the are located in the centre around the junction of The Village and Bullington Lane, the school is the only facility not in the centre and is found on Roberts Road. There is an extensive footpath system across the older and newer parts of the settlement.

There is currently no public transport serving Barton Stacey.

The A303 (70mph) is a barrier to active travel to access services in Andover

Scale: Approx 1km by 1.2km.		Relationship with upper tier settlement: Barton Stacey is approximately 8.2km from Andover (Tier 1)		Key route to higher tier settlement: A303
Site (Stage 5 only)	SHELAA ref	Distance to facilities (m)	Barriers to movement	Facilitators to movement
Tennis Court Field	380	School – Up to 800m	Must cross Bullington Lane when the footway stops	Footway along Bullington Lane into the centre of the village and along to Roberts Road. Footpath linking north into West Road
		Shop – Up to 800m		
		Pub – Up to 800m		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m providing no service		
Land north of Bullington Lane	381	School – Up to 800m	Must cross Bullington Lane as no footway at that end of the PRow	Public right of way (BS502) runs along the entire northern and western site boundaries linking West Road to Bullington Lane
		Shop – Up to 800m		
		Pub – Up to 800m		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m providing no service		

Summary

Local Accessibility

Movement by active modes within the settlement are facilitated by existing footways along the A3090 which most village facilities are accessed. The consistency of footpaths in other more modern areas of Barton Stacey are also of good quality.

There are a number of PRow's and cycleways in the settlement which provide links to wider parts of the borough.

Accessibility to higher tier settlement

Barton Stacey is approximately 8km from Andover, access to Andover via active modes does face significant barriers due to both distance, and the speed along many of the roads linking Barton Stacey to Andover. While there is bus stop infrastructure along Bullington Lane, there are no bus services currently serving Barton Stacey.

Settlement: Braishfield

Settlement context:

Braishfield Road runs through the center of the settlement. This is a key route in and around the settlement connecting to Jermyns Lane and Sandy Lane which houses new development, including the Ganger Farm Sports Complex. Most of the facilities are located to the north of the settlement which includes access to a school and recreational ground which are located close to residential properties. There is a pub close to these facilities and to the south of the site. Further south of the settlement, Braishfield Road continues towards Romsey Cupernham where the road is highlighted as a secondary route. Whilst not located within the settlement, it is important to note its connection to the wider area.

There is a bus service which runs through the settlement which provides an infrequent service to Romsey (35) and a daily bus x2 daily to Romsey School (635).

Scale: Approx 1km by 770m		Relationship with upper tier settlement: Romsey is over 5km away from Braishfield.		Key route to higher tier settlement: Romsey via Braishfield Road/A3090	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land north of Jacobs Folly	46	School	Between 800m and 1.6km	Narrow footway on one side of the road Limited street lighting	Footway present to facilitate walking
		Shop	Between 800m and 1.6km		
		Pub	Up to 800m		
		Play/sport/rec ground	Between 800m and 1.6km		
		Village Hall	Between 800m and 1.6km		
		Bus stop	Up to 800m Providing a service to Romsey		
Fairbourne Farm	91	School	Up to 800m	Narrow footway on one side of the road Limited street lighting Path eventually ends when travelling north towards Romsey and the road goes to 60mph.	Is located on a road which goes towards the school and recreational ground Although no PRowS adjacent to the site, there are some in the vicinity Bus stop is signposted Footway present to facilitate walking
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/sport/rec ground	Up to 800m		
		Village Hall	Up to 800m		
		Bus stop	Up to 800m – Infrequent bus service to Romsey School bus service to Romsey School x2 times daily.		
Land west and east of Braishfield Road	115	School	Up to 800m	Narrow footway on	

		Shop	Up to 800m	one side of the road	<p>Is on a road which goes towards the school and rec ground</p> <p>PRoWs adjacent to the site and wayfinding signage in place in parts e.g. near the Wheatsheaf Inn.</p> <p>Bus stop by the Wheatsheaf is sign posted and has a shelter</p>
		Pub	Up to 800m	Limited lighting in the area	
		Play/sport/rec ground	Up to 800m		
		Village Hall	Up to 800m	Bus stop provides infrequent services. Although has a shelter, bus stop is not marked on the road and many on street cars parked in front of it	
		Bus stop	Up to 800m – Infrequent bus service to Romsey School bus service to Romsey School x2 times daily.		
Land at Megana Way	119	School	Up to 800m	<p>Path starts/ends at Megana Way onto Braishfield road which has one narrow path on one side of the road</p> <p>No crossing facilities</p>	PRoWs are adjacent to the site where there is wayfinding signage in place
		Shop	Between 800m and 1.6km		
		Pub	Up to 800m		
		Play/sport/rec ground	Between 800m and 1.6km		
		Village Hall	Up to 800m		
		Bus stop	Up to 800m – Infrequent bus service to Romsey School bus service to Romsey School x2 times daily.		
Land south of Lionwood	164	School	Up to 800m	Narrow footway on one side of the road by the War Memorial	<p>Clear wayfinding signage near the War Memorial</p> <p>Footway present to facilitate walking</p>
		Shop	Up to 800m		
		Pub	Up to 800m		

		Play/sport/rec ground	Up to 800m	Footway ends further north of the settlement	
		Village Hall	Up to 800m		
		Bus stop	Up to 800m – Infrequent bus service to Romsey	No crossing facilities	
Land south of the 'Listed Farmhouse', Fairbourne Farm	302	School	Up to 800m	Narrow footway on one side of the road	No PRow within the site but wayfinding signage in place for PRow in the vicinity Bus stop is signposted Footway present to facilitate walking
		Shop	Between 800m and 1.6km	Limited street lighting	
		Pub	Up to 800m		
		Play/sport/rec ground	Up to 800m	Bus stop is a small post	
		Village Hall	Up to 800m		
		Bus stop	Up to 800m – Infrequent bus service to Romsey	Path eventually ends when travelling north towards Romsey and the road goes to 60mph	
Land to rear of Willowbrook House, Brook Hill	352	School	Up to 800m	Narrow footway on one side of the road	Nearby bus stop which is sign posted with small single post Footway present to facilitate walking
		Shop	Up to 800m		
		Pub	Up to 800m	Limited street lighting	
		Play/sport/rec ground	Up to 800m		
		Village Hall	Up to 800m		
		Bus stop	Up to 800m – Infrequent bus service to Romsey School bus service to		

			Romsey School x2 times daily.		
Fairbournes Farm	362	School	Up to 800m	No footways along Bunny Lane	Close proximity to PRoWs
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/sport/rec ground	Up to 800m		
		Village Hall	Up to 800m		
		Bus stop	Up to 800m – Infrequent bus service to Romsey School bus service to Romsey School x2 times daily.		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by an existing footway. This is a singular footway on one side of the road which is identified as uncomfortable to walk in the Southern Test Valley LCWIP. It is long and straight with no places to rest. It is a route to the Primary school.

There are a number of PRoWs in the settlement which can provide links to wider parts of the borough. Whilst there are clear wayfinding signs currently, there are limited signs from the main route.

Accessibility to higher tier settlement

Access to Romsey via active modes does face some barriers due to distance, single footway, resting places and lack of bus stop shelters. There is also no crossing infrastructure to leave Braishfield Road and Jermyns Lane towards the Ganger Farm complex.

While there is some bus stop infrastructure along the road, most are just single posts and Braishfield Road offers limited bus services.

Settlement: Broughton

Settlement context

Broughton is a linear settlement running along High Street which becomes Horsebridge Road to the south towards Houghton. School Lane and Queenwood Road branch off of High Street to the west to access Salisbury Road which runs parallel to High Street, Salisbury Road is the main link south towards Romsey and north towards Andover. Broughton Drove and Broughton Road each cross Houghton Down towards the A30 and Stockbridge

The key services and facilities in the village are well dispersed, the village hall and community shop is to the south of the village, the school and doctor's surgery are located in the north and the church and pub are in the centre.

There is currently only limited public transport serving Broughton, bus service 16 operated by Stagecoach South 2 times a day to Winchester. There is also a community bus which operates to destinations such as Salisbury, Andover and Romsey

The A30 is a barrier to active travel to access services in Stockbridge and Andover.

Scale: Approx 1km by 1.65km.		Relationship with upper tier settlement: Broughton is approximately 5km from Stockbridge (Tier 2)		Key route to higher tier settlement: A30
Site (Stage 5 only)	SHELAA ref	Distance to facilities (m)	Barriers to movement	Facilitators to movement
Land north of School Lane	20	School – Up to 800m	No footway on this section of School Lane	Footway on School Lane starts outside of the school and the surgery
		Shop – Up to 800m	Development on the other side of School Lane connected by footway into the village	
		Pub – Up to 800m		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Broughton Village Hall providing very limited service to Winchester		
			Lack of surveillance	
Land northwest of Hayters Farm	105	School – Between 800m and 1.6km	No footways on any of the roads leading to this site	There is a footbridge over the Ford on Rookery Lane leading to Horsebridge Road
		Shop – Up to 800m	Poor crossing infrastructure	
		Pub – Up to 800m		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Broughton Village Hall providing very limited service to Winchester		
Coolers Farm Field	107	School – Between 800m and 1.6km	Footway on Coolers Farm ends at Horsebridge Road	There is an existing footway along the length of Coolers Farm
		Shop – Up to 800m	Poor crossing infrastructure	
		Pub – Up to 800m		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Broughton		

		Village Hall providing very limited service to Winchester		PRoW Broughton 7 runs along the southern boundary Natural surveillance
Land adj. to Hyde Farm	116	School – Between 800m and 1.6km	No footway along this section of Horsebridge Road Poor crossing infrastructure Lack of surveillance	Footway starts as Horsebridge Road becomes High Street PRoW Broughton 7 runs along the southern boundary
		Shop – Up to 800m		
		Pub – Up to 800m		
		School – Between 800m and 1.6km		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Broughton Village Hall providing very limited service to Winchester		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by existing footways in the centre of the settlement linking residents to the facilities, particularly along High Street. Beyond the centre the footpaths are present but not continuous to the north where the more modern areas of the settlement are located. South of High Street along Horsebridge Road in the older parts of the settlement there is little to no footpath.

There are a number of PRoWs and cycleways in the settlement which provide links to wider parts of the borough.

Accessibility to higher tier settlement

Broughton is approximately 5km from Stockbridge, however access to Stockbridge via active modes does face significant barriers due to both distance, and the speed along many of the roads linking Broughton to Stockbridge. While there is bus stop infrastructure along High Street, bus services are limited and infrequent.

Settlement: Chilbolton

Settlement context: Scale: Chilbolton is located in the north east of the borough and is approximately 9.8km from Andover. Two main routes are present from the south, Martins Lane and Drove Road from the A30 which connect to Colney Lane and Village Street where some facilities are located off including a convenience shop and post office. Two routes feed into the settlement from the north, A3057/Romsey Road and Fullerton Road.

The settlement has a bus route to Romsey which is infrequent and is only operating on Tuesdays, Wednesdays and Fridays.

Martins Lane and Romsey Road have no footways present and are fast speed road (60mph)

Scale: Approx 1235m by 745m		Relationship with upper tier settlement: Chilbolton is approx. 9.8m to Andover	Key Route to higher tier settlement: A30/Martins Lane/Drove Road & A3057/Romsey Road	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)	Barriers to movement	Facilitators to movement

Land to the North East of Drove Road	389	School	Between 1.6km to 5km – out of village	No pathways on Drove Road or surrounding/linking roads	<p>There is a public right of way through and along the eastern boundary and another starting in the south west corner</p> <p>Is located close to facilities which could encourage movement within the settlement</p>
		Shops	Between 800m and 1.6km		
		Pub	Between 800 and 1.6km		
		Play/sport/rec ground	Between 800m and 1.6km		
		Village hall	Up to 800m		
		Bus stop	Up to 800m		
Land at Betts Farm	484	School	Between 1.6km and 5km – out of village	<p>Site could be accessed from Martins Lane or Drove Road.</p> <p>No footways present on Martins Lane or Drove Road to facilitate walking to site</p>	Public Right of Way runs adjacent to the site
		Shop	Between 1.6km and 5km		
		Pub	Between 1.6km and 5km		
		Play/sport/rec ground	Between 1.6km and 5km		
		Village hall	Between 1.6km and 5km		
		Bus stop	Between 1.6km and 5km		
Land south west of Martins Lane	431	School	Between 1.6km and 5km – out of village	<p>Site is accessed via Martins Lane with no existing footpath</p> <p>No footways present on Martins Lane or Drove Road to facilitate walking to site</p> <p>Drove Road is a single country lane</p> <p>High speed road (60mph)</p> <p>No street lighting</p>	Close proximity to PRow which run adjacent to the site
		Shop	Between 800m and 1.6km		
		Pub	Between 800m and 1.6km		
		Village hall	Between 1.6km and 5km		
		Play sports rec ground	Between 1.6km and 5km		
		Bus stop	Between 800m and 1.6km		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by the existing footways located along residential roads for example Station Road or Branksome Avenue which are typically lower speed (20/30mph) and have some bus shelters in place. The key routes in and around the settlement do not have footways to facilitate walking for example Village Street, Drove Road or Martins Lane. Most facilities are located towards the north east which include the post office, recreational ground and convenience shop.

There are a number of public footpaths in Chilbolton. However, they do not appear to link together across the settlement

Accessibility to higher tier settlement

Access to Andover or Romsey via active modes does face some barriers due to distance, both the speed of Romsey Road and Martins Lane which may discourage users.

There are some bus stops within Chilbolton. However provides an irregular service to Romsey only 3 days a week.

Settlement: Enham Alamein					
Settlement context: The A343 runs through the settlement which connects Enham to Andover to the south. The majority of the existing settlement is located off this road in small closes or roads which are situated near to the existing facilities to the south of the proposed allocation. To the south Andover has many additional facilities such as East Anton Sports Ground and primary schools. Enham has a bus service (7) which operates a limited service from the settlement towards Andover					
Scale: Approx 465m by 655m		Relationship with upper tier settlement: Enham is less than 5km from Andover (Tier 1) and is connected through the A343/Newbury Road.		Key route to higher tier settlement: A343/Newbury Road	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land at Woodhouse Farm	233	School	Between 800m and 1.6km – out of village	National speed limit on King Road (60mph)	There are some permissive paths in close proximity to Alamein Road which connect to the settlement further Bus stop has some street furniture e.g. shelter/bench Minimal street lighting
		Shop	Up to 800m		
		Pub	Between 800m and 1.6km to	No footways present	
		Play/sport/recreational ground	Up to 800m		
		Village Hall	Up to 800m	No pedestrian route to the closest bus stop on the A343	
		Bus stop	Up to 800m – infrequent bus service to Andover		

Land on the north west side of Kings Road	473	School	Between 800m and 1.6km – out of village	National speed limit on King Road (60mph)	<p>There are some permissive paths through the site to Alamein Road which connect to the settlement further</p> <p>Bus stop has some street furniture. e.g. shelter/bench</p> <p>Minimal street lighting</p>
		Shop	Up to 800m	No footways present	
		Pub	Between 800m and 1.6km	No pedestrian route to the nearest bus stop on the A343	
		Play/sport/recreational ground	Up to 800m	Limited street lighting	
		Village Hall	Up to 800m		
		Bus stop	Up to 800m with infrequent service to Andover		
Land south of Alamein Road	474	School	Between 800m and 1.6km – out of village	Narrow country lane with no footways present	<p>PRoWs located adjacent to the site – Anton Lane Path continues to connect to further settlement to the south of the site.</p> <p>Low speed road 30mph</p>
		Shop	Up to 800m	No street lighting	
		Pub	Between 800m and 1.6km	No footway or path which connects to the bus stop located across from the site	
		Play/sport/recreational ground	Up to 800m		
		Village Hall	Up to 800m		
		Bus stop	Up to 800m with infrequent service to Andover		
Land East of Kings Road	475	School	Between 1.6km to 5km – out of village	Narrow country lane	PRoWs located to the south and north of the site and footpaths opposite Alamein Road which facilitate walking
		Shop	Up to 800m	No footways present	
		Pub	Between 1.6km to 5km	No street lighting	
		Play/sport/recreational ground	Would result in loss of playing field		

		Village Hall	Up to 800m		
		Bus stop	Up to 800m with infrequent bus service to Andover		
Land west of Newbury Road	476	School	Between 1.6km and 5km – out of village	No street furniture e.g. shelter/bench located along the street	Footways have paths on each side of the road with street lighting Some bus stops have shelters Bus stops are signposted
		Shop	Up to 800m		
		Pub	Between 1.6km and 5km	Some bus stops are a single post	
		Play/sport/recreational ground	Up to 800m		
		Village Hall	Up to 800m	Footways on each side of the road but does narrow	
		Bus stop	Up to 800m – Infrequent bus service to Andover		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by existing footpaths along the A343 which have footways on each side of the road which are mainly low speed (30mph). Further north the footways end and the road becomes high speed (60mph)

There are a number of PRowS in the settlement which can provide links to wider parts of the borough. There are limited wayfinding signs to the smaller paths which are located in the settlement

Accessibility to higher tier settlement

Access to Andover via active modes are limited due to distance, lack of resting places along the A343 and lack of bus stop shelters. There is also no crossing infrastructure across Newbury Road.

While there is bus stop infrastructure along Newbury Road, public bus services to Andover and Newbury are limited.

Settlement: Goodworth Clatford

Settlement context:

Goodworth Clatford is located along a primary route identified in the Northern Test Valley LCWIP stretching from North of Andover to Romsey. It is centred around the convergence of Longstock Road, Barrow Hill and Church Lane. The A303 to the north segregates Andover from Goodworth Clatford although there are points of access to Andover town center via routes under the A303. The main route through the village is Longstock Road where footpath provision is generally consistent along the length of the village.

To the east is the A3057 which is the main route to Andover. Most of the key facilities used by the settlement are located centrally. Goodworth Clatford is approximately 1.2 km from Upper Clatford along Longstock Road (40mph) but is not served by a footpath.

No Bus services currently run through Goodworth Clatford.

Scale: Approx 1.9km by 2km		Relationship with upper tier settlement: Goodworth Clatford is under 5km to Andover (Tier 1)		Key route to higher tier settlement: A3057	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land at Barrow Hill	64	School	Up to 800m	Narrow footway along Barrow Hill and as you walk further west the path ends Some parts of road are 60mph No street lighting	On street parking is separate to the footways Close proximity to the school in the settlement
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/Sport/rec ground	Up To 800m		
		Village hall	Up to 800m		
		Bus stop	Up to 800m with infrequent service to Andover & Stockbridge		
Land at Yew Tree Farm	122	School	Up to 800m	Narrow footway on one side of the road On street parking No street lighting	Close proximity to the school in the settlement Route 100: North Andover to Romsey via Stockbridge is highlighted as a priority key link. The proposed developed is located off this route
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/Sport/rec ground	Up to 800m		
		Village hall	Up to 800m		
		Bus stop	Up to 800m with infrequent service to Andover & Stockbridge		
Manor Farm Meadows	262	School	Up to 800m	No footways on highway	Close proximity to PRowS
		Shop	Up to 800m		

		Pub	1.6km to 5km	No street lighting	
		Play/Sport/rec ground	Between 800m and 1.6km	Winchester Road national speed limit (60mph)	
		Village hall	Up to 800m		
		Bus stop	Up to 800m with infrequent service to Andover & Stockbridge		
Whitehouse Field	364	School	Between 800m and 1.6km	No footways on highway	Close proximity to PRowS across the A3057
		Shop	Between 800m and 1.6km	No street lighting	
		Pub	1.6km to 5km	Winchester Road national speed limit (60mph)	
		Play/Sport/rec ground	Between 800m and 1.6km		
		Village hall	Between 800m and 1.6km		
		Bus stop	Irregular service Andover to Chilbolton		
Land at Goodworth Clatford	436	School	Up to 800m	No existing footpaths or roads which run close to the site	
		Shop	Up to 800m	No street lighting	
		Pub	Up to 800m		
		Play/Sport/rec ground	Up to 800m		
		Village hall	Up to 800m		
		Bus stop	Up 800m with infrequent service to Andover & Stockbridge		
Summary Local accessibility					

Movement by active modes within the settlement are facilitated by existing footways, particularly along Longstock Road which has a number of facilities located off of including the school, village hall, tennis club and pub. The footways located along Longstock Road are narrow.

Accessibility to higher tier settlement

Opportunities to access Andover via active modes are limited due to the A303 although there are existing routes such as Bawksbury Hill and an off road route, also a PRow, via Watery Lane through Rookbury Mill Nature Reserve that offer direct links. The route via Rooksbury Mill is also a designated National Cycle Network route (NCN 246).

Settlement: Grateley and Palestine**Settlement context:**

The key route through Grateley/Palestine is B3084/Cholderton Road/Wallop Road. Streetway Road to the north serves a number of smaller roads such as Mount Hermon Road, Salisbury Road, Zion Road and Mount Carmel Road which makes up much of Palestine. The majority of facilities are located in the village of Grateley to the north east include Grateley Primary School, St Leonards Church and a football field. The Grateley Memorial Hall is located on Station Road on the entrance to the village. Grateley Train Station which is on the main line between Andover and Salisbury is served by Station Road and is detached from Grateley village. There is no footpath between Grateley village and Palestine along Station Road.

There are no bus services which run through Palestine itself. However, there is a bus stop by Grateley Train Station on Station Road (bus no. 5) which provides an irregular service between Andover and Thruxton.

There are some public rights of way in the vicinity, which the majority have some connection to one another.

Scale: Approx 1km by 1.7km		Relationship with upper tier settlement: Grateley is 6 - 7 miles approximately from Andover		Key route to higher tier settlement: Station Road/B3084/Streetway Road	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land south of Zion Road	86	School	Between 1.6km and 5km - out of village	No footway present	PRoW adjacent to the site and vicinity of the site Mount Carmel Road to the south is a low speed road (30mph)
		Shop	Over 5km	Narrow single country lane	
		Pub	Over 5km	No street lighting	
		Play Sport/Rec ground	N/A	No bus service operating in Palestine	
		Village Hall	Between 1.6km and 5km		
		Bus Stop	N/A		
Land north of Mount Carmel Road	87	School	Between 1.6km and 5km— out of village	No footway present	PRoW adjacent to the site and vicinity of the site
		Shop	Over 5km	Narrow single country lane	
		Pub	Over 5km		

		Play Sport/Rec ground	N/A	No street lighting	Mount Carmel Road to the south is a low speed road (30mph)
		Village Hall	Between 1.6km and 5km	No bus service operating in Palestine	
		Bus Stop	N/A		
Land South of Streetway Road, Station View	198	School	Between 1.6km and 5km – out of village	No footway present on streetway Road	PRoWs located in vicinity of the site
		Shop	Over 5km	Narrow single country lane – Salisbury Road	Streetway Rroad is a low speed road (30mph)
		Pub	Between 1.6km and 5km		No street lighting
		Play Sport/Rec ground	N/A	No bus service operating in Palestine	A shelter is provided along Streetway Road
		Village Hall	Between 800m and 1.6km	No crossing facilities from B3084 to Station Approach	Double yellow lines painted on Streetway Road
		Bus Stop	Up to 800m		Bus stop located on Station Road with infrequent service between Andover and Thruxton
					Footway provided on both sides of the road along B3084
Land at Station View Farm	199	School	Between 1.6km and 5km – out of village	No footway present on Streetway Road or Salisbury Road	PRoWs located in vicinity of the site
		Shop	Over 5km	Narrow single country lane – Salisbury Road	Streetway Rroad is a low speed road (30mph)
		Pub	Between 1.6km and 5km		Sections of Streetway Road has a footway
		Play Sport/Rec ground	N/A	No street lighting	A shelter is provided along Streetway Road
		Village Hall	Between 800m and 1.6km	No bus service operating in Palestine	Double yellow lines painted on Streetway Road
		Bus Stop	Up to 800m providing a regular service	No crossing facilities from B3084 to	Bus stop located on Station Road with infrequent service

			between Andover and Salisbury	Station Approach	between Andover and Thruxton Footway provided on both sides of the road along B3084
Land adjoining Tabora, Wallop Road	343	School	Between 1.6km and 5km – out of village	No footway present on Streetway Road or Salisbury Road	PRoWs located in vicinity of the site
		Shop	Over 5km	Narrow single country lane – Salisbury Road	Streetway Road is a low speed road (30mph)
		Pub	Between 1.6km and 5km		Sections of Streetway Road has a footway
		Play Sport/Rec ground	N/A	No street lighting	A shelter is provided along Streetway Road
		Village Hall	Between 800m to 1.6km	No bus service operating in Palestine	Double yellow lines painted on Streetway Road
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton	No crossing facilities from B3084 to Station Approach	Bus stop located on Station Road with infrequent service between Andover and Thruxton Footway provided on both sides of the road along B3084
South View Farm	373	School	Between 1.6km and 5km – out of village	No footways present on parts of Wallop Road	PRoWs located in vicinity of the site
		Shop	Between 1.6km to 5km	No footways present on Streetway Road or Salisbury Road	Part of Wallop Road is low speed (40mph)
		Pub	Between 1.6km and 5km		As you travel north on Wallop Road a footway is introduced on both sides of the road
		Play Sport/Rec ground	N/A	No street lighting	Sections of Streetway Road has a footway
		Village Hall	Between 1.6km and 5km	Part of the road is high speed (60mph)	Bus stop located on Station Road with infrequent service between Andover and Thruxton
		Bus Stop	Up to 800m providing an irregular service	No crossing facilities across B3084	

			between Andover and Thruxton	No bus service operating in Palestine	
Three Acres, Station Road	383 and 383a	School	between 1.6km to 5km – out of village	Narrow single footway which ends after entrance to train station No street lighting	Singular footway on one side of the road which serves the bus stop and train station Bus stop sign posted with a street light Double yellow lines painted on Station Road
		Shop	Between 1.6km to 5km		
		Pub	Between 1.6km to 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton		
Land north of Hill View Farm	386	School	Between 1.6km to 5km – out of village	Narrow singular path for part of Wallop Road No street lighting No crossing facilities located along B3084	Low speed road (40mph) From Streetway Road the path runs along both sides of the B3084
		Shop	Between 1.6km to 5km		
		Pub	Between 1.6km to 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton		

Land north of Streetway Road	387	School	Between 1.6km and 5km – out of village	No street lighting No crossing facilities located along B3084	Streetway Road is a low speed road (30mph) Sections of Streetway Road has a footway A shelter is provided along Streetway Road Double yellow lines painted on Streetway Road Bus stop located on Station Road with infrequent service between Andover and Thruxton Footway provided on both sides of the road along B3084 Close proximity to PRowS
		Shop	Between 1.6km to 5km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 1.6km to 5km		
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by the single country lanes and PRowS which are present around the site and often connect. There are small sections of path which exist with the longest and most noticeable paths present on Wallop Road/B3084 which serve Grateley Train Station. The majority of facilities are located out of Palestine. The school and village hall are located in Grateley Village itself which is to the north east. The main route through Palestine is the B3084/Wallop Road. Streetway Road is located off the B3084 which serves additional roads such as Mount Hermon Road, Mount Carmel Road and Salisbury Road. The train station has a direct line to London Waterloo, Andover and Salisbury. There is no bus service which operates in Palestine but a service does operate from Station Road by Grateley Station. There are no crossing facilities located along the B3084.

There are a number of public footpaths in Palestine which for the majority have some connection to one another.

Accessibility to higher tier settlement

Access to Andover via active modes does face significant barriers due to distance, and lack of services which may discourage users.

There isn't a regular bus service which serves Palestine itself but there is a bus stops along Station Road which provide irregular services to Andover and Thruxton.

Settlement: Lockerley**Settlement context**

Lockerley is spread across a series of hamlets centered around a series of greens linked by Lockerley Road and East Dean Road. Romsey Road and Lockerley Road are the routes to the south and east while East Dean Road and East Tytherley Road are the routes to the north and west.

The village facilities are similarly distributed across the hamlets, the school is on Butts Green, the shop is on Lockerley Green and the church and recreation ground are both on Lockerley Road which link the hamlets.

There is currently only limited public transport serving Lockerley, bus service 37 operated by Salisbury Reds 6 times a day to Salisbury and bus service 624 operated by Bluestar provides links to Barton Peveril College.

The railway, A27 and A3057 are barriers to active travel to access services in Romsey

Scale: Approx 1.3km by 1.8km		Relationship with upper tier settlement: Lockerley is approximately 8km from Romsey (Tier 1)		Key route to higher tier settlement: Romsey Road and A27	
Site (Stage 5 only)	SHELAA ref	Distance to facilities (m)	Barriers to movement	Facilitators to movement	
Coombes Meadow	166	School – Up to 800m	No footway north from the site beyond the railway bridge	Footway along Romsey Road from railway bridge to the school at Butts Green.	
		Shop – Between 800m and 1.6km	Footway by garage often obstructed by vehicles	PRoW Lockerley 8 starts at the other side of the railway bridge providing link to Lockerley Green where the shop is located	
		Pub – N/A			
		Play/sport/rec – Up to 800m			
		Village hall – Up to 800m	Poor crossing infrastructure		
		Bus stop – Up to 800m – The Vicarage providing limited service to Salisbury			
Land west of Holbury Lane	7	School – Between 1.6 km and 5km	No footway along Holbury Lane		PRoW East Dean 6 & 7 run through the site and on towards Lockerley Green where the shop is located
		Shop – Up to 800m	Footway along East Dean Road is narrow at points	Footway starts East Dean Road east to Lockerley Green where the shop is located	
		Pub – N/A			
		Play/sport/rec – Up to 800m			
		Village hall – Between 1.6 km and 5km	Poor crossing infrastructure		Natural surveillance
		Bus stop – Up to 800m – Lockerley Green providing limited service to Salisbury			
Land adj. to East Dean Road	259	School – Between 800m and 1.6km	No footway along East Dean Road		PRoW Lockerley 8 runs through the site providing link to Lockerley Green where the shop is located
		Shop – Up to 800m			
		Pub – N/A			

		Play/sport/rec – Up to 800m	Poor crossing infrastructure	
		Village hall – Between 800m and 1.6km	Lack of surveillance	
		Bus stop – Up to 800m – Lockerley Green providing limited service to Salisbury		
Land adj. to Romsey Road	260	School – Up to 800m	No footway along Lockerley Road north of the railway bridge	PRoW Lockerley 8 runs along southern boundary of the site providing link to Lockerley Green where the shop is located
		Shop – Up to 800m		
		Pub – N/A		
		Play/sport/rec – Up to 800m	Poor crossing infrastructure	
		Village hall – Up to 800m	Lack of surveillance	
		Bus stop – Up to 800m – Lockerley Green providing limited service to Salisbury		
Land north & east of Manor Cottages	276	School – Up to 800m	No footway along Romsey Road or Mount Lane	Footway starts at Cooks Lane along Romsey Road north to the school at Butts Green Natural surveillance
		Shop – Between 1.6 km and 5km		
		Pub – N/A		
		Play/sport/rec – Between 800m and 1.6km	Poor crossing infrastructure	
		Village hall – Up to 800m		
		Bus stop – Up to 800m – The Vicarage providing limited service to Salisbury		

Summary

Local Accessibility

Movement by active modes within the settlement is limited by the absence of existing footpaths allowing for connections between the individual hamlets which make up the village and access to the facilities which are similarly spread out amongst the hamlets.

There are a number of PRoWs in the settlement which provide links to wider parts of the borough.

Accessibility to higher tier settlement

Lockerley is approximately 8km from Romsey, access to Romsey via active modes does face significant barriers due to both distance, and the speed along many of the roads linking Lockerley to Romsey. While there is bus stop infrastructure along The Street and East Dean Road, bus services are limited and infrequent.

Settlement: Thruxton**Settlement context**

Thruxton is centred around the key route of Stanbury Road which leads north towards Kimpton and Fyfield and south allowing for connections to the A303. After the junction it becomes Wiremead Lane and heads south to Amport, Amesbury Road branches off Wiremead Lane to the east and allows access to Weyhill and Andover.

The key services and facilities in the village are along the alignment of Stanbury Road, or roads leading off of Stanbury Road, such as the church which is located on Church Road.

There is currently only limited public transport serving Thruxton, bus service 5 operated by Stagecoach South four times a day to Andover.

The A342 and A303 are barriers to active travel to access services in Andover

Scale: Approx 835m by 715m.		Relationship with upper tier settlement: Thruxton is approximately 6.5km from Andover (Tier 1)		Key route to higher tier settlement: A342 and A303
Site (Stage 5 only)	SHELAA ref	Distance to facilities (m)	Barriers to movement	Facilitators to movement
Land adjoining Stanbury Close & Lambourne Close	40	School – Up to 800m	No footway beyond Stanbury Close	Public right of way Thruxton 3 cuts across the site and accesses Stanbury Close Natural surveillance
		Shop – Between 800m and 1.6km	Poor crossing infrastructure	
		Pub – N/A		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Thruxton Recreation Ground providing limited service to Andover		
Land northeast of Lambourne Close	218	School – Up to 800m	No footway beyond Lamborne Close	Footway from site access along Lamborne Close Natural surveillance
		Shop – Between 800m and 1.6km	Poor crossing infrastructure	
		Pub – N/A		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Thruxton Recreation Ground providing limited service to Andover		
Land north of Church Lane	402	School – Up to 800m	No footway along Church Road	Natural surveillance
		Shop – Between 800m and 1.6km	Poor crossing infrastructure	
		Pub – N/A		

		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Thruxton Recreation Ground providing limited service to Andover		
Land west of Stanbury Road	403	School – Up to 800m	No footway along Stanbury Road	Natural surveillance
		Shop – Between 800m and 1.6km	Poor crossing infrastructure	
		Pub – N/A		
		Play/sport/rec – Up to 800m		
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Thruxton Recreation Ground providing limited service to Andover		
Snowdrop Equestrian	450	School – Up to 800m	No footway along Stanbury Road	None identified
		Shop – Between 1.6km and 5km	Poor crossing infrastructure	
		Pub – N/A		
		Play/sport/rec – Up to 800m	Lack of surveillance	
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Thruxton Recreation Ground providing limited service to Andover		
Land at Thruxton Hill and Snoddington Road	486	School – Up to 800m	No footway along Stanbury Road	None identified
		Shop – Between 1.6km and 5km	Poor crossing infrastructure	
		Pub – N/A		
		Play/sport/rec – Up to 800m	Lack of surveillance	
		Village hall – Up to 800m		
		Bus stop – Up to 800m – Thruxton Recreation Ground providing limited service to Andover		
Summary				
Local accessibility				

Movement by active modes within the settlement are limited by the absence of existing footpaths through the entirety of the settlement, particularly along Stanbury Road which links the north of the village where the school is located to the south where the other facilities are located.

There are a number of PRowWs in the settlement which provide links to wider parts of the borough.

Accessibility to higher tier settlement

Thruxton is approximately 6.5km from Andover and is potentially accessible by bicycle. However, the Weyhill Road is a 60mph road between Weyhill and Andover, however there is a footpath along the entire length of the road. While there is bus stop infrastructure along Salisbury Road, bus services are limited and infrequent.

Settlement: Upper Clatford

Settlement context:

Upper Clatford is located along a primary cycle route identified in the Northern Test Valley LCWIP stretching from North of Andover to Romsey. The A303 to the north segregates Andover from Upper Clatford although there are points of access to Andover town centre via routes under the A303. The main route through the village is Upper Clatford where footpath provision is inconsistent and also Red Rice Road which is partially served by a footpath.

The settlement is bounded by the A3057 to the east and the A343 to the west which are 50mph roads. The A343 is served by a narrow footway although there is no footway on the A3057. Most of the key facilities used by the settlement are located centrally to the area with a limited network of PRowWs. No Bus services currently run through Upper Clatford.

Scale: Approx
1.7km by 1.4km

Relationship with upper tier settlement:
Upper Clatford is under 5km to Andover (Tier 1)

Key route to higher tier settlement:
A3057

Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land opposite Mount Villas & Sunnyside	1	School	Between 800m and 1.6km – out of village	No footways present	The site is in close proximity to PRowWs Low speed road
		Shop	Between 800m and 1.6km	No street lighting	
		Pub	Up to 800m	Bus stop is located on the side of the road on a grass verge	
		Play/Sport/rec ground	Between 800m and 1.6km	Road is 40mph	
		Village hall	Up to 800m		
		Bus stop	No services run through this settlement		

Land at Era Park	124	School	Between 1.6km and 5km – out of village	Narrow footway which connects to the Andover Lawn Tennis Club Bus stop is located on the side of the road on a grass verge	The site is in close proximity to PRowS – can provide links to the other side of the A303 to the north Footway to recreational activities Bus stop signposted
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/Sport/rec ground	Between 800m and 1.6km		
		Village hall	Between 800m and 1.6km		
		Bus stop	No services run through this settlement		
Land at Bury Hill Farm	125	School	Between 1.6km and 5km – out of village	Narrow footway which ends for 50 yards	The site is in close proximity to PRowS – could have links to the other side of the A303 to the north Good road signage to highlight end of path
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/Sport/rec ground	Between 800m and 1.6km		
		Village hall	Up to 800m		
		Bus stop	No services run through this settlement		
New Barn, Trwakers Farm, Red Rice Road	299	School	Between 1.6km and 5km – out of village	No footways present The road on the approach to the village along Red Rice Road is the national speed limit (60mph) No street lighting	The site is in close proximity to PRowS
		Shop	Up to 800m		
		Pub	Up to 800m		
		Play/Sport/rec ground	Between 800m and 1.6km		
		Village hall	Between 800m and 1.6km		

		Bus stop	No services run through this settlement		
Sackville Court Field	391	School	Between 800m and 1.6km – out of village	No footways present No street lighting	The site has a PRow running to the rear of the site
		Shop	Between 800m and 1.6km		
		Pub	Up to 800m		
		Play/Sport/rec ground	Between 800m and 1.6km		
		Village hall	Up to 800m		
		Bus stop	No services run through this settlement		
Land at Upper Clatford	437	School	Between 800m and 1.6km – out of village	No footways present No street lighting	The site has a PRow running to the rear of the site
		Shop	Between 800m and 1.6km		
		Pub	Up to 800m		
		Play/Sport/rec ground	Between 800m and 1.6km		
		Village hall	Up to 800m		
		Bus stop	No services run through this settlement		

Summary

Local accessibility

Movement by active modes within the settlement are limited by the absence of existing footpaths, particularly along Longstock Road/Upper Clatford Road. Upper Clatford Road and Red Rice Road are the two main routes through Upper Clatford. Some facilities such as King Edward VII Memorial Hall and The Crook and Shears pub are located along these two routes. Upper Clatford does not have a school. However, it is approximately 1.2km from Goodworth Clatford and Goodworth Clatford School to the south. There is no footpath or PRow linking the two settlements. Upper Clatford Rd is also a primary cycle route identified in the Northern Test Valley LCWIP and NCN route 246.

Accessibility to higher tier settlement

Opportunities to access Andover via active modes are limited due to the A303 although there are existing routes such as Balksbury Hill and an off road route, also a PRoW, via Watery Lane through Rookbury Mill Nature Reserve that offer direct links. The route via Rooksbury Mill is also a designated National Cycle Network route (NCN 246).

Settlement: Wellow

Settlement context:

One key route serving Wellow which is the A36/Salisbury Road/Crawley Hill. This road links to Romsey to the east, the New Forest National Park to the west and beyond to Southampton. The majority of facilities are located along this key route, with the exception of Wellow primary school located to the north of the A36 off Romsey Road. There are bus stops at intervals, mainly located on the main route A36 but some on Romsey Road, servicing Romsey School (bus no. 634), South Wilts Grammar School (bus no. 677) and Barton Peveril College (bus no. 612/615)

Wellow is also served by public bus services no. 5, which is an hourly service to Romsey and the regular bus service of the X7 between Salisbury and Southampton.

There are many public rights of ways in the vicinity, some of which are sign posted.

Scale: 880m by 2.2km Taking into account East and West Wellow		Relationship with upper tier settlement: Wellow is approximately 7km from Romsey		Key route to higher tier settlement: A36/Salisbury Rd/Crawley Hill	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
The Field, Crawley Hill	6	School	Between 1.6km and 5km	Narrow singular footway	PRoW adjacent to the site
		Shop	Between 800m and 1.6km	No bus stop furniture provided. e.g. shelter/bench	
		Pub	Between 800m and 1.6km	No street lighting	
		Play Sport/Rec ground	Between 800m and 1.6km		
		Village Hall	Between 1.6km and 5km		
		Bus Stop	Up to 800m providing a regular service to Salisbury and Southampton, an irregular bus service to Eastleigh		

			X2 daily bus route to Brockenhurst College, South Wilts Grammar Schol, Barton Peveril College and Romsey School		
Pottery Farm	16	School	Up to 800m	Narrow footways	Street lighting provided
		Shop	Between 800m and 1.6km	Adjacent to the A36/Crawley Hill	PRoW adjacent to the site which passes the primary school
		Pub	Between 800m and 1.6km		
		Play Sport/Rec ground	Up to 800m		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Up to 800m providing regular service to Salisbury & Southampton X2 daily bus route to Brockenhurst College and South Wilts Grammar School		
Land to rear of "Iona" & "Bellevue Garage"	37	School	Between 1.6km and 5km	Narrow singular footway	PRoW adjacent to the site
		Shop	Between 800m and 1.6km	Bus stop furniture provided. e.g. shelter/bench	
		Pub	Between 800m and 1.6km	No street lighting	
		Play Sport/Rec ground	Between 800m and 1.6km		
		Village Hall	Between 1.6km and 5km		
		Bus Stop	Up to 800m providing a regular service to Salisbury and		

			<p>Southampton, an irregular bus service to Eastleigh</p> <p>X2 daily bus route to Brockenhurst College, South Wilts Grammar Schol, Barton Peveril College and Romsey School</p>		
Land east of School Road	75	School	Between 1.6km and 5km	Narrow singular footway	PRoW in close proximity to the site
		Shop	Up to 800m	No street lighting	
		Pub	Between 800m and 1.6km	No bus street furniture	
		Play Sport/Rec ground	Up to 800m		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	<p>Up to 800m providing a regular service to Salisbury and Southampton, an irregular bus service to Eastleigh</p> <p>X2 daily bus route to Brockenhurst College, South Wilts Grammar Schol, Barton Peveril College and Romsey School</p>		
Land south of Romsey Road	171	School	Up to 800m	Singular footway on one side of the road	Good level of signposting

		Shop	Up to 800m	No street lighting	Low speed road In close proximity to PRowS
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	Up to 800m		
		Village Hall	Up to 800m		
		Bus Stop	Up to 800m providing a regular service to Romsey & Eastleigh X2 daily bus to Barton Peveril College, South Wilts Grammar School and Romsey School		
Land at Warner's Farm	228	School	Between 800m and 1.6km	Narrow single footway on Whinwhilst Rd	In close proximity to PRowS
		Shop	Between 1.6km and 5km	No footway on Romsey Road	
		Pub	Between 1.6km and 5km	No street lighting	
		Play Sport/Rec ground	Between 800m to 1.6km		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Between 800m and 1.6km providing a irregular service to Eastleigh. X2 daily bus South Wilts Grammar Schol, Barton		

			Peveril College and Romsey School		
Land west of Whinwhistle Road	229	School	Up to 800m	No footways located along Romsey Road No grass verges located along Romsey Road	Low speed road
		Shop	Between 1.6km to 5km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	Up to 800m		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Between 800m and 1.6km providing a regular service to Romsey & Eastleigh X2 daily bus to Barton Peveril College, South Wilts Grammar School and Romsey School		
Oakdene Farm	230	School	Between 800m and 1.6km	Narrow single footway on Whinwhilst Rd No street lighting	In close proximity to PRowS
		Shop	Between 1.6km to 5km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	Between 1.6km and 5km		
		Village Hall	Between 1.6km to 5km		
		Bus Stop	Up to 800m providing a regular service		

			<p>to Salisbury and Southampton, an irregular bus service to Eastleigh</p> <p>X2 daily bus route to Brockenhurst College, South Wilts Grammar Schol, Barton Peveril College and Romsey School</p>		
	367	<p>School</p> <p>Shop</p> <p>Pub</p> <p>Play Sport/Rec ground</p> <p>Village Hall</p> <p>Bus Stop</p>	<p>Up to 800m</p> <p>Between 1.6km to 5km</p> <p>Between 1.6km and 5km</p> <p>Up to 800m</p> <p>Between 800m and 1.6km</p> <p>Up to 800m providing a regular service to Salisbury and Southampton, an irregular bus service to Eastleigh</p> <p>X2 daily bus route to Brockenhurst College, South Wilts Grammar Schol, Barton Peveril College and Romsey School</p>	<p>No footways located along Romsey Road</p> <p>No grass verges located along Romsey Road</p>	<p>Low speed road</p> <p>Close proximity to PRoWs</p>

Hamworth Farm	434	School	Between 800m and 1.6km	No footways located along Romsey Road No grass verges located along Romsey Road	Low speed road Close proximity to PRowS Additional bus stops along Romsey Road – these provide a school service and irregular service to Eastleigh
		Shop	Between 1.6km to 5km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	Between 800m and 1.6km		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Up to 800m providing a regular service to Salisbury and Southampton, an irregular bus service to Eastleigh X2 daily bus route to Brockenhurst College, South Wilts Grammar Schol, Barton Peveril College and Romsey School		

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by the existing footways, although these are often singular paths on one side of the roads. Most facilities are located on the northern side of the A36 which is where the main settlement is located. Although parts of the A36 at 60 mph, the speed limit along this route through the main part of the village is 40mph. Provision of footways are inconsistent, with footways that periodically end, particularly on the key routes like Romsey Road and Maurys Lane, although speeds are generally limited to 30mph. There is footpath on the south side of Romsey Road leading to Wellow Primary School. The A36 has a footpath of varying width and is not segregated from traffic.

There are a number of public footpaths in Wellow. However, they do not appear to link together.

Accessibility to higher tier settlement

Access to Romsey via active modes does face significant barriers due to distance, both the speed of the A36 may discourage users.

While there is bus stop infrastructure along A36 this is not consistent with every stop and the public bus services are accessed from the A36 and do not go through the village of Wellow.

Settlement: Weyhill					
Settlement context: The key route through Weyhill is the A342/Andover Road. However, Amesbury Road and Fyfield Road have good connections to the A342 and wider settlement. The Weyhill Business Park is located off both of these roads which provide employment opportunities. The majority of the settlements facilities are located towards the east/Andover with much of the shops on offer providing a range of services, although unlikely to support day to day living from The Fairground/Weyhill business park. The shops on offer here are a florist and a car accessory shop. There is a Convenience Store at the petrol station on Weyhill Road. There are bus stops located along Amesbury Road (bus no. 5) which provides an irregular route between Andover and Thruxton. There is a main bus route between Andover and Salisbury (the Active8) which operates off Andover Road/A342 approximately every 20-25minutes. There are many public right of ways in the vicinity, however not all are connected to one another.					
Scale: 1.7km by 1.2km		Relationship with upper tier settlement: Weyhill is 2.7 miles approximately from Andover		Key route to higher tier settlement: A342/Amesbury Road/Fyfield Road	
Site (Stage 5 only)	SHELAA ref	Approx. distance to facilities (m)		Barriers to movement	Facilitators to movement
Land south of Andover Road	96	School	Between 1.6km and 5km – out of village	No footway present	PRoW located to the north and south of the site -although not directly linked Bus stop is sign posted Bus stop furniture is provided along the A342 in other locations
		Shop	Between 800m and 1.6km	No bus stop furniture provided directly outside the site. e.g. shelter/bench	
		Pub	Between 1.6km and 5km	No street lighting	
		Play Sport/Rec ground	N/A	No crossing facilities located off A342 towards Fyfield Lane or Dauntsey Drove	
		Village Hall	Up to 800m		
		Bus Stop	Up to 800m providing regular bus service to Andover/Salisbury		
Land at Amesbury Road	97	School	Between 1.6km and 5km– out of village	Narrow singular footway for part of the site	Footway provided to facilitate walking – this is on both sides of the road when approaching
		Shop	Between 1.6km and 5km	High speed road (60mph/50mph)	
		Pub	Between 800m and 1.6km		

		Play Sport/Rec ground	N/A	No street lighting	Hilliers Garden Centre
		Village Hall	Between 800m and 1.6km	PRoW located across the A303 which has no crossing facilities	Bus stop signposted and shelter provided
		Bus Stop	Up to 800m providing regular service to		Crossing facilities to Hilliers Garden Centre
					PRoWs in close proximity
Land at Harcourt Field	455	School	Between 1.6km and 5km – out of village	Narrow singular footway on one side of the road for part of Amesbury Road	PRoW adjacent to the site
		Shop	Between 800m and 1.6km	High speed road (50mph) No street lighting PRoW located across the A303 which has no crossing facilities	Singular footway on one side of the road goes to both sides with crossing facilities provided by Sarson Lane
		Pub	Between 1.6km and 5km		Bus stop sign posted
		Play Sport/Rec ground	N/A		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton		
Land at Fyfield Lane	464	School	Between 1.6km and 5km – out of village	Narrow single country lane	Bus stop furniture provided. e.g. shelter/bench
		Shop	Between 800m and 1.6km	No street lighting	Bus stop signposted
		Pub	Between 1.6km and 5km	No crossing facilities from Fyfield Lane and Daunsey Drove across the A342	
		Play Sport/Rec ground	N/A	Daunsey Drove is fast speed road (60mph)	
		Village Hall	Between 1.6km and 5km		

		Bus Stop	Up to 800m providing a regular service between Andover and Salisbury		
Field at Daunsey Lane	5	School	Between 1.6km and 5km – out of village	Narrow single country lane No street lighting	At the southern end of Daunsey Lane the Lane meets Amesbury road which has a bus stop with shelter
		Shop	Between 1.6km and 5km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 1.6km and 5km		
		Bus Stop	Up to 800m providing a regular service between Andover and Salisbury		
Land at Daunsey Drove	126	School	Between 1.6km and 5km – out of village	Narrow single country lane No street lighting Part of the road is high speed (60mph) No crossing facilities from Fyfield Lane and Daunsey Drove across the A342	Part of the road is low speed (30mph) Bus stop is signposted Bus stop has shelter provided
		Shop	Between 1.6km and 5km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 1.6km and 5km		
		Bus Stop	Up to 800m providing a regular service between Andover and Salisbury		

Land at Mayfield House	140	School	between 1.6km to 5km – out of village	Narrow singular footway on one side of the road for part of Amesbury Road High speed road (50mph) No street lighting PRoW located across the A303 which has no crossing facilities	PRoW adjacent to the site Singular footway on one side of the road goes to both sides with crossing facilities provided by Sarson Lane Bus stop sign posted
		Shop	Between 800m and 1.6km		
		Pub	Between 1.6km and 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 800m and 1.6km		
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton		
Land east of Daunsey Lane	317	School	Between 1.6km to 5km – out of village	Single country lane No street lighting No formal crossing facilities to Amesbury Road	Low speed road (30mph) Close proximity to Amesbury Road which has signposted bus stops – some with shelters
		Shop	Between 1.6km to 5km		
		Pub	Between 800m and 1.6km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 1.6km to 5km		
		Bus Stop	Up to 800m providing a regular service between Andover and Salisbury		
Land at Tittymouse Lane	421	School	Between 1.6km and 5km – out of village	Part of the road is two way and high speed (60mph) Part of the road is single lane No footways present	Part of the road is single lane and is low speed (30mph) This low-speed area appears to have an informal path via painted white
		Shop	Between 800m and 1.6km		
		Pub	Between 1.6km and 5km		

		Play Sport/Rec ground	N/A	No crossing facilities to Fyfield Road	lines and is one way PRoWs in the vicinity of the site
		Village Hall	Up to 800m		
		Bus Stop	Up to 800m providing a regular service between Andover and Salisbury		
Land at The Gallops	425	School	Between 1.6km to 5km – out of village	Single footway on one side of the road Amesbury Road is high speed (60mph)	Close proximity to PRoWs Crossing facilities by roundabout which links Amesbury Road with Andover Road/A342 Bus stop signposted - some with shelters on Andover Road
		Shop	Up to 800m		
		Pub	Between 1.6km to 5km		
		Play Sport/Rec ground	N/A		
		Village Hall	Up to 800m		
		Bus Stop	Up to 800m providing a regular Service between Andover and Salisbury		
Land south west of Pyle Cottage	426	School	Between 1.6km and 5km – out of village	Single footway on one side of the road No street lighting No crossing facilities of A303 Amesbury Road is high speed (60mph)	PRoW across the A303 Bus stop is signposted
		Shop	Between 1.6km and 5km		
		Pub	Between 800m and 1.6km		
		Play Sport/Rec ground	N/A		
		Village Hall	Between 800m and 1.6km		

		Bus Stop	Up to 800m with irregular service between Andover and Thruxton			
Land adjacent to Garden Centre, Weyhill	266	School	Between 1.6km and 5km	Narrow singular footway on one side of the road for part of Amesbury Road No street lighting No formal crossing facilities across Amesbury Road to Hilliers Garden Centre High speed road (60mph)	Footway on both sides of the road when approaching Hilliers Garden Centre PRoWs in close proximity to site	
		Shop	Up to 800m			
		Pub	Up to 800m			
		Play Sport/Rec ground	N/A			
		Village Hall	Between 1.6km and 5km			
		Bus Stop	Up to 800m providing an irregular service between Andover and Thruxton			
Land West of Sarson Lane	92	School	Between 1.6km to 5km	Single Track country lane No footways present No street lighting Close proximity to A303 with no walking route/crossing facilities	PRoWs in close proximity to the site	
		Shop	Between 1.6km to 5km			
		Pub	Between 1.6km and 5km			
		Play Sport/Rec ground	N/A			
		Village Hall	Between 1.6km to 5km			
		Bus Stop	N/A			
Land at Motely Mill, Weyhill	482	School	Between 1.6km to 5km	Singular footway present on one side of the road No street lighting Part of the road is high speed (60mph)	Part of the road is low speed (40mph) PRoWs in the vicinity of the settlement	
		Shop	Up To 800m			
		Pub	Between 800m and 1.6km			
		Play Sport/Rec ground	N/A			
		Village Hall	Between 1.6km and 5km			
		Bus Stop	N/A			

Summary

Local accessibility

Movement by active modes within the settlement are facilitated by the existing footways, although these are often singular paths on one side of the roads. Most facilities are located towards the east towards Andover with the current retail units operating with little facilities to offer any support in day to day living and is more specialized. The main route through the

settlement is the A342/Andover Road which is high speed (60mph) there are smaller routes through the settlement such as Daunsey Lane which are generally limited to 30mph. Amesbury Road and Fyfield Road offer connections to the A342 and have paths located on one side of the road. There are limited crossing facilities when accessing the A342.

There are a number of public footpaths in Weyhill. However, they do not appear to link together.

Accessibility to higher tier settlement

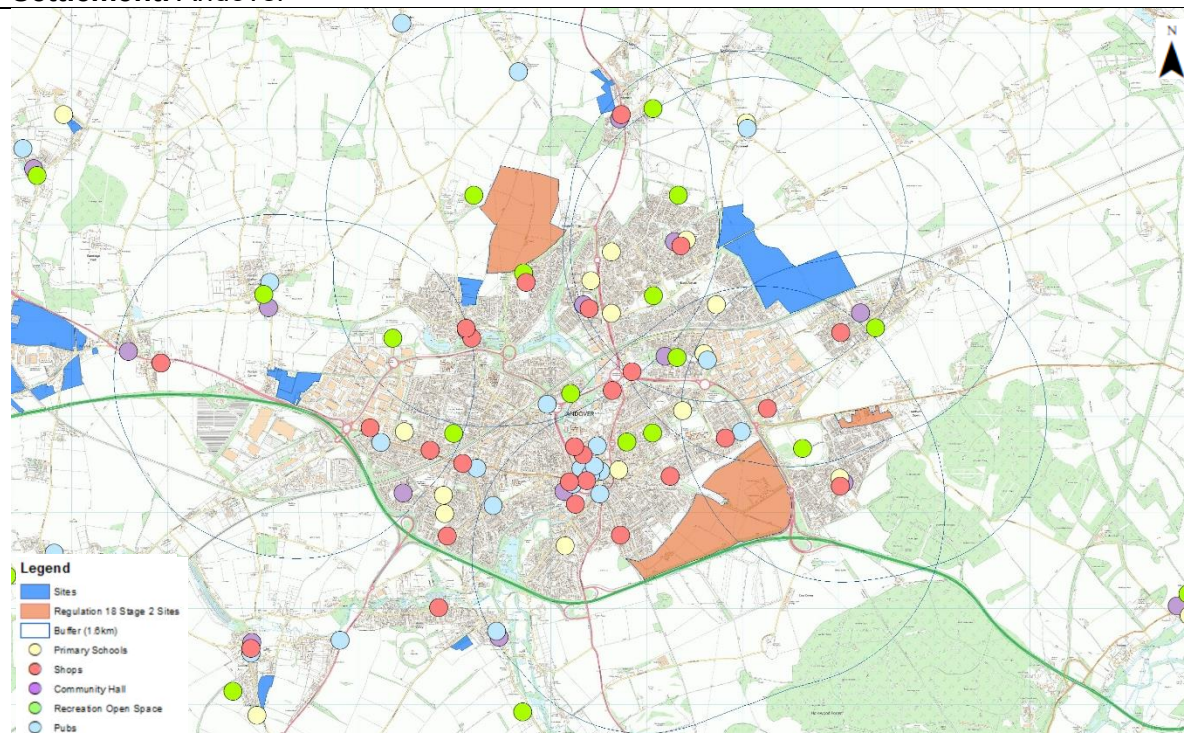
Access to Andover via active modes does face significant barriers due to distance, both the speed of the A342 which may discourage users.

There are regular bus stops along Amesbury Road which provide irregular services to Andover and Thruxton, the main routes to Andover and Salisbury is provided off A342 which is positioned central to most of the sites. However, access to these stops is often taken on single country lanes with varying speeds.

Appendix 2: Larger Settlements

Accessibility Assessment for sites in Settlement Tier 1 and 2 settlements

Settlement: Andover



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

Site	Key Facility	Within 20 minutes
Land South of London Road	School	Yes
	Shop	Yes
	Pub	No
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 3)
Land at Manor Farm, North of Saxon Way	School	Yes
	Shop	Yes
	Pub	No
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 2)
Land at Bere Hill	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes

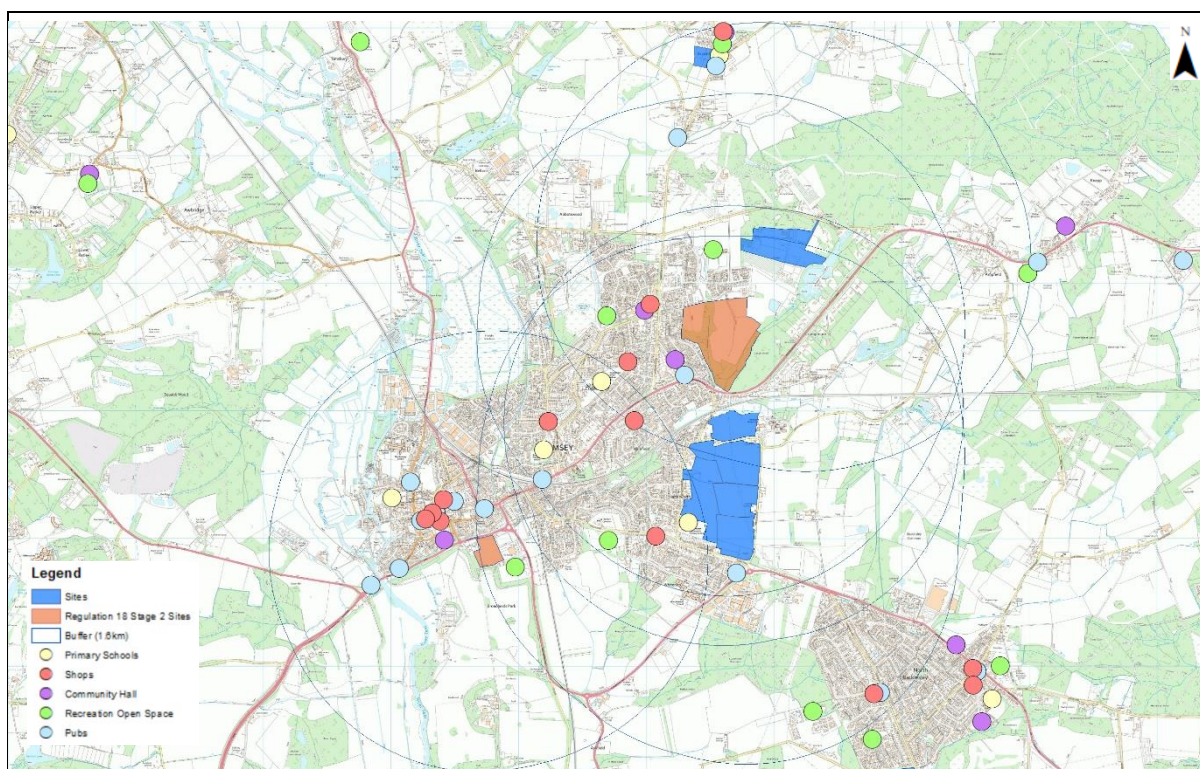
	Village Hall	Yes
	Bus Stop	Yes (regular service – 3)
Land at Finkley Down Farm	School	Yes
	Shop	Yes
	Pub	No
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 2)
Land east of Smannell Lane	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 2)
Land West of Andover	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – activ8)

Key facilitators and barriers to movement

Facilitators – Within Andover there are a number of dedicated and segregated cycleways and footpaths, in particular related to getting from the new neighbourhoods on East Anton and Picket Twenty into the town centre. There are crossing points along main roads for safe active travel by pedestrians. Green links including Anton Lakes and Harrow Way are for use by pedestrians and cyclists only, and traffic calming around the railways station and around the town centre allows for safer active travel into the town centre.

Barriers – Within Andover the railway line running east/west through the town creates a barrier between the north and south of the town by limiting connections and ability for active travel and accessibility. There are several fast, multi-lane roads (A3057, A343 and A3093) with limited crossing points leading into the town centre in addition to the ring road around the centre all of these are also potentially barriers to active travel. Anton Lakes nature reserve could potentially be a barrier to active travel, particularly to people with mobility issues and when dark where there are unmade paths and limited lighting.

Settlement: Romsey



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

Site	Key Facility	Within 20 minutes
Land South of Ganger Farm	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 66)
Land South of the Bypass	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular services – 4, 5 & 66)
Halterworth	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	No

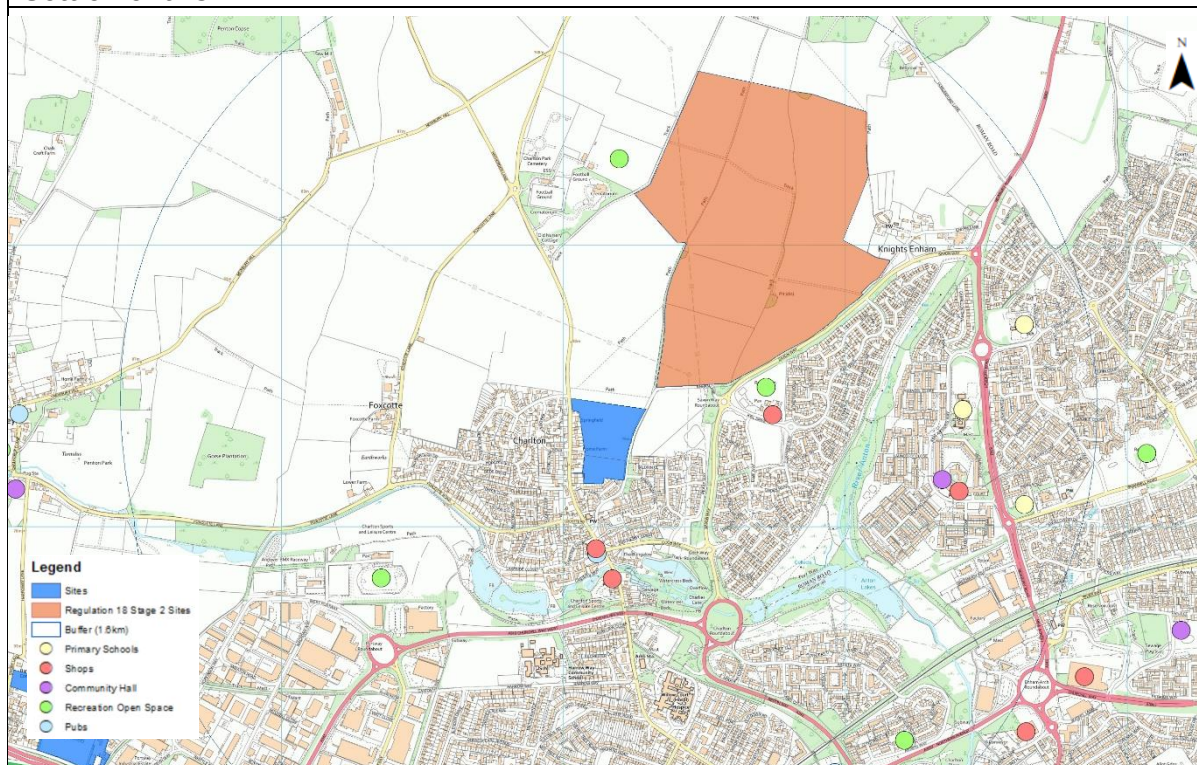
	Bus Stop	Yes (regular services – 4 & 5)
Land North of Highwood Lane	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	No
	Bus Stop	Yes (regular services – 4 & 5)
Brentry Nursery	School	No
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 66)

Key facilitators and barriers to movement

Facilitators – Within Romsey there are a number of dedicated and segregated cycleways and footpaths including along Southampton Road (A27) and Canal Walk. There are crossing points along main roads for safe active travel by pedestrians. Green links such as Tadburn Meadows are for use by pedestrians and cyclists only, and traffic calming within the town centre also allows for safer active travel.

Barriers – Within Romsey the railway line running northwest/southeast through the town creates a barrier between the east and west of the town by limiting connections and ability for active travel and accessibility. There are several fast roads (A27, A3057 and A3090) with limited crossing points leading into the town centre in addition to the Bypass Road all of potentially these are also barriers to active travel. Tadburn Meadows nature reserve could potentially be a barrier to active travel, particularly to people with mobility issues and when dark where there are unmade paths and limited lighting.

Settlement: Charlton



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

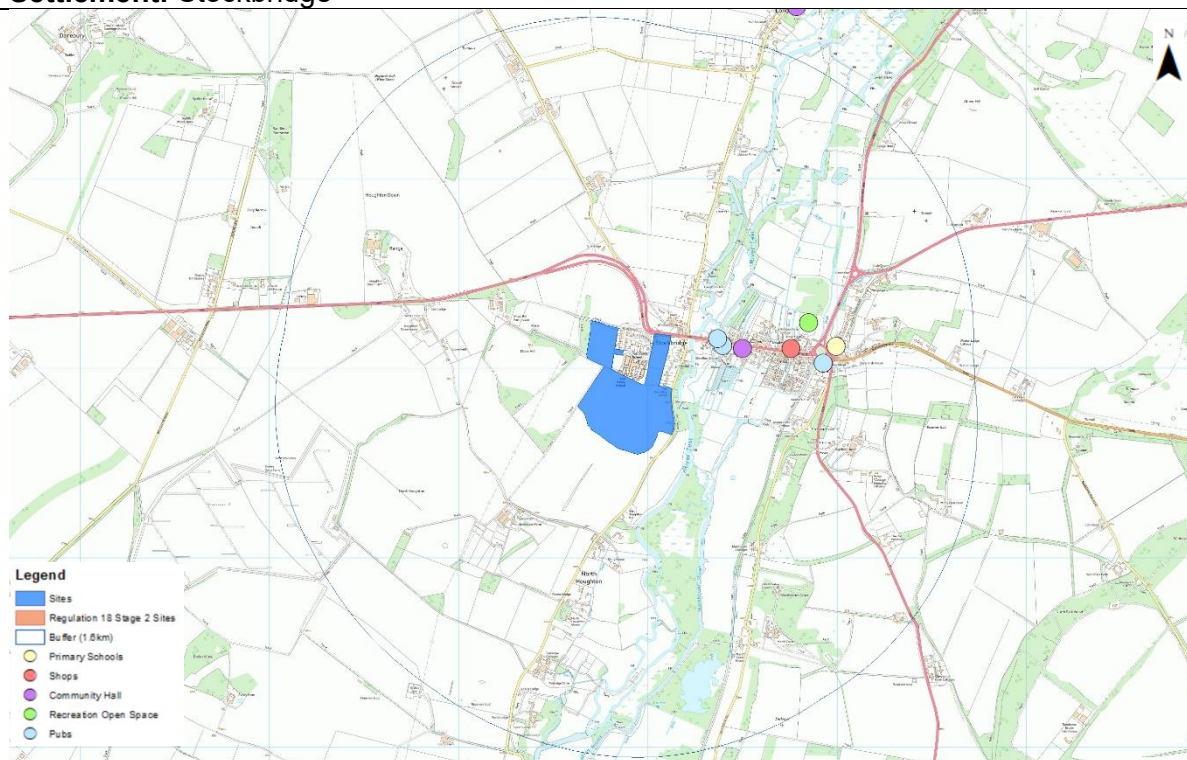
Site	Key Facility	Within 20 minutes
East of Hatherden Road	School	No
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	No
	Bus Stop	Yes (semi-regular service – 4)

Key facilitators and barriers to movement

Facilitators – Within Charlton there are dedicated footways along the length of Charlton Road and Goch Way into the centre of Andover allowing for access to the key facilities, there are crossing points along main roads for safe active travel by pedestrians. Green links such as Charlton Lakes are for use by pedestrians and cyclists only.

Barriers – There are fast roads (A343 and Saxon Way) to the south and east of Charlton village with limited crossing points which create a barrier to into Andover by limiting connections and ability for active travel and accessibility. Charlton Lakes and Charlies Lake could potentially be a barrier to active travel, particularly to people with mobility issues and when dark where there are unmade paths and limited lighting.

Settlement: Stockbridge



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

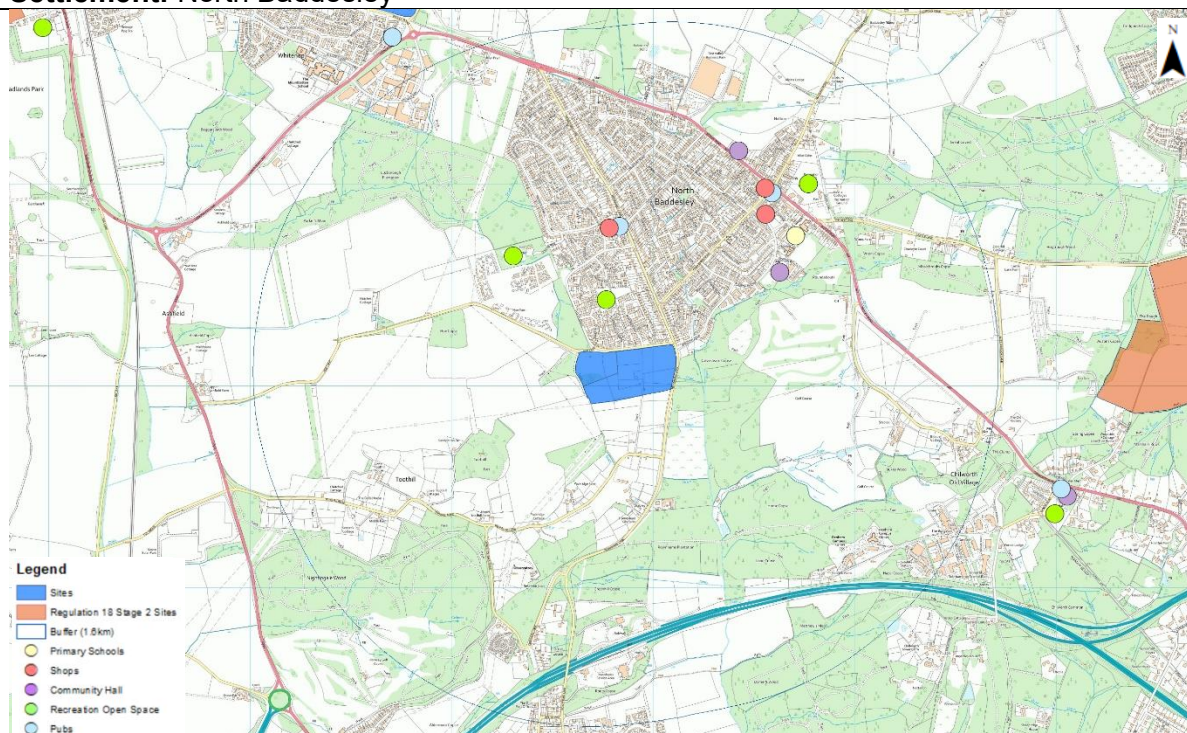
Site	Key Facility	Within 20 minutes
Land at Danebury School	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	No
	Bus Stop	Yes (semi-regular services – 7, 16 and 68)

Key facilitators and barriers to movement

Facilitators – Within Stockbridge there are dedicated footways along the length of High Street allowing for access to the key facilities, there are crossing points along the road for safe active travel by pedestrians.

Barriers – There are fast main roads (A3057 and A30) to the east and west of the centre of Stockbridge with limited crossing points which potentially create a barrier into the settlement from surrounding areas by limiting connections and ability for active travel and accessibility.

Settlement: North Baddesley



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km).

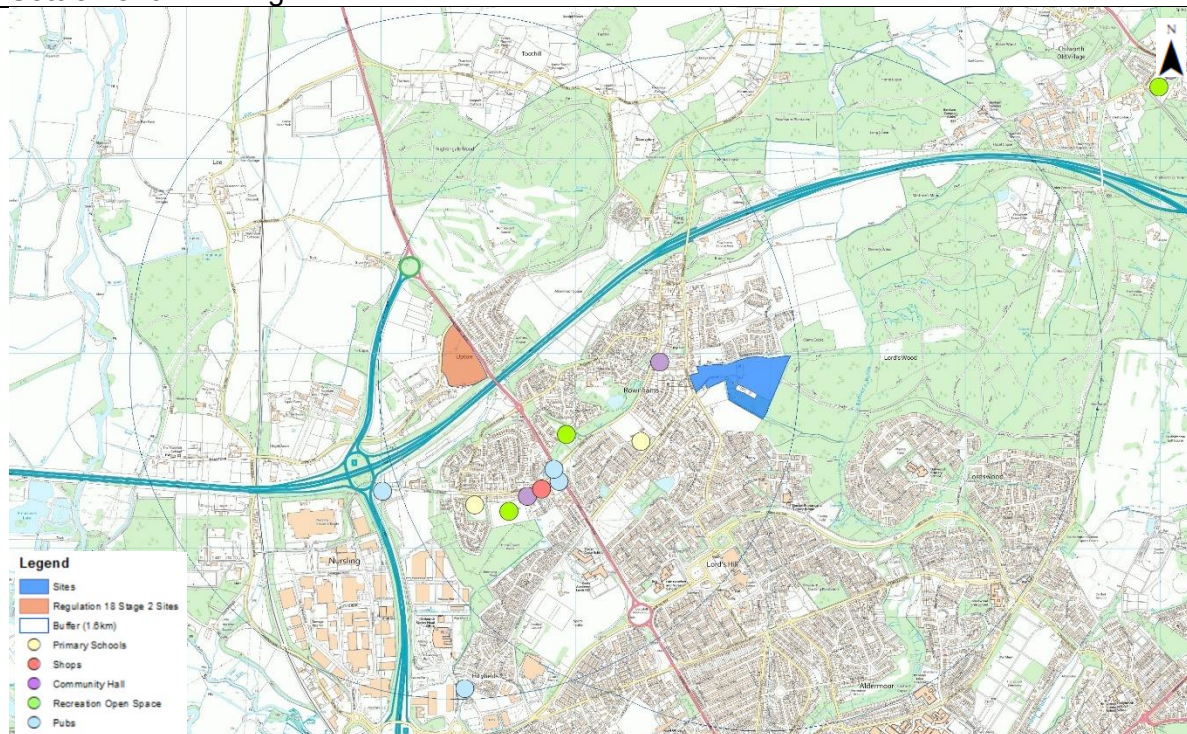
Site	Key Facility	Within 20 minutes
Land at Packridge Farm	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 4)

Key facilitators and barriers to movement

Facilitators – Within North Baddesley there are dedicated footways and cycleways throughout the settlement allowing for access to the key facilities, there are crossing points along main roads for safe active travel by pedestrians.

Barriers – There are main roads running through North Baddesley (Rownhams Lane and Rownhams Road) and around North Baddesley (Botley Road) with limited crossing points which create potential barriers by limiting connections and ability for active travel and accessibility.

Settlement: Nursling and Rownhams



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

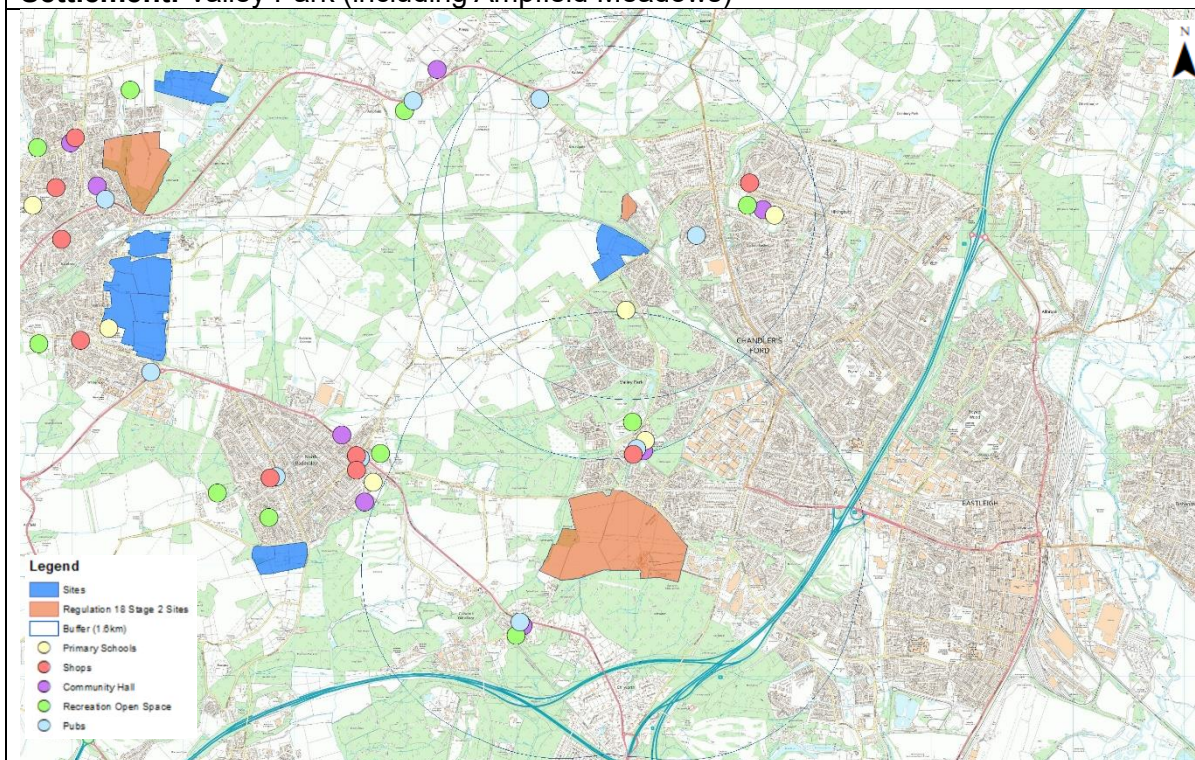
Site	Key Facility	Within 20 minutes
Land at Upton Lane	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 4)
Fields Farm	School	Yes
	Shop	No
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 4)

Key facilitators and barriers to movement

Facilitators – Within Nursling and Rownhams there are dedicated footways and cycleways throughout the settlement allowing for access to the key facilities, there are crossing points along main roads for safe active travel by pedestrians. Green links such as through St Boniface Park are for use by pedestrians and cyclists only

Barriers – There are main roads running through Nursling and Rownhams (A3057, Rownhams Lane and Bakers Drove) with limited crossing points which create potential barriers by limiting connections and ability for active travel and accessibility. Green links could potentially be a barrier to active travel, particularly to people with mobility issues and when dark where there are unmade paths and limited lighting.

Settlement: Valley Park (including Ampfield Meadows)



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

Site	Key Facility	Within 20 minutes
Velmore Farm	School	Yes
	Shop	Yes
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – 5)
Land at Flexford Road	School	Yes
	Shop	No
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	No

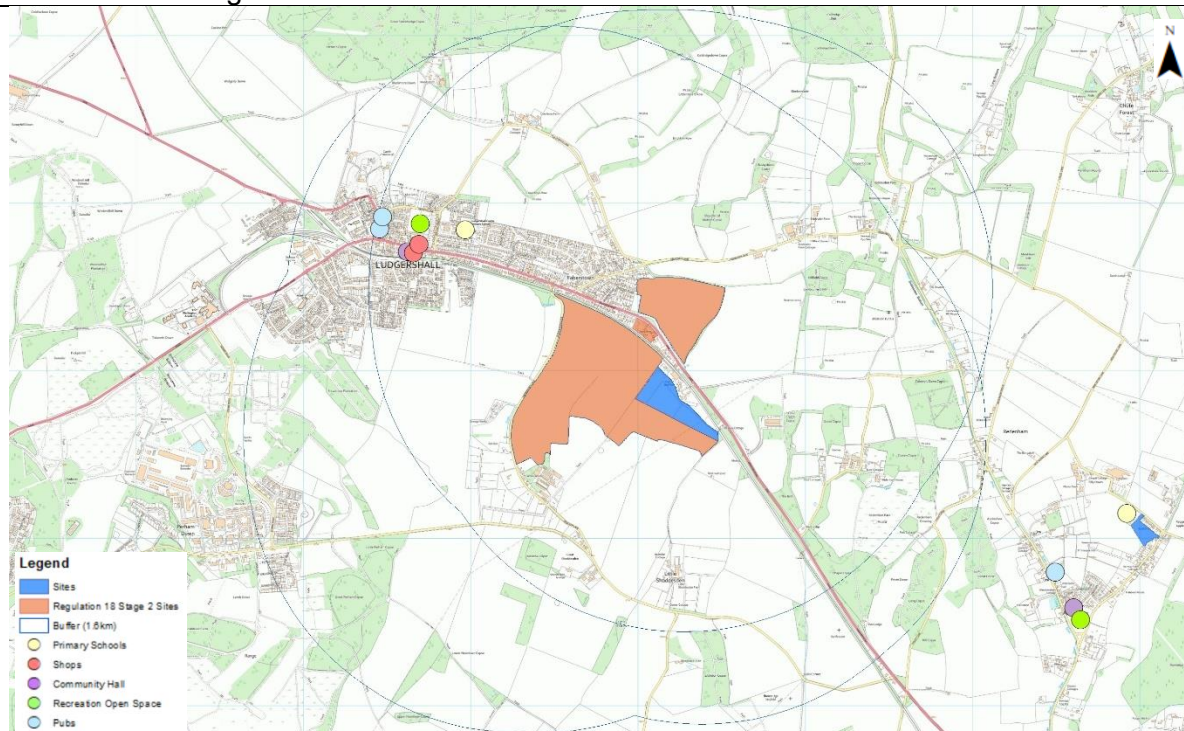
	Bus Stop	Yes (semi-regular service – 44)
Ampfield Meadows	School	Yes
	Shop	No
	Pub	Yes
	Play Sport/Rec ground	Yes
	Village Hall	No
	Bus Stop	Yes (semi-regular service – 44)

Key facilitators and barriers to movement

Facilitators – Within Valley Park there are dedicated footways and cycleways throughout the individual estates allowing for access to the key facilities, there are crossing points along main roads for safe active travel by pedestrians. Green links through the numerous SINC between the individual estates are for use by pedestrians and cyclists only.

Barriers – There is a main road running through Valley Park (Knightwood Road) and around Valley Park (Templars Way, Castle Lane and Flexford Road) with limited crossing points which create potential barriers by limiting connections and ability for active travel and accessibility. The SINC between the individual estates could potentially be a barrier to active travel, particularly to people with mobility issues and when dark where there are unmade paths and limited lighting.

Settlement: Ludgershall



Assessment of walkable neighbourhoods

The table below shows that for each of the sites identified in the draft local plan, most of the key facilities as identified in the site assessment work are within walking distance (20 minutes or approx. 1mile/1.6km). While some facilities appear to be located within the

buffer on the map above, when the distance is measured as a walking route rather than as a straight line it is more than 1.6km/20 minutes.

Site	Key Facility	Within 20 minutes
Land Southeast of Ludgershall	School	Yes
	Shop	Yes
	Pub	No
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – activ8)
Land East of Ludgershall	School	Yes
	Shop	Yes
	Pub	No
	Play Sport/Rec ground	Yes
	Village Hall	Yes
	Bus Stop	Yes (regular service – activ8)

Key facilitators and barriers to movement

Facilitators – Within Ludgershall there are dedicated footways along the length of Andover Road into the centre of the town allowing for access to the key facilities, there are crossing points along main roads for safe active travel by pedestrians.

Barriers – The Ludgershall branch line running south to Andover creates a barrier for the southeast site by limiting connections and ability for active travel and accessibility. There is a fast road (Andover Road A342) leading into the town centre of Ludgershall with limited crossing points which passes by both of these sites which could potentially be a barrier to active travel.

