

East Hampshire Living Locally Accessibility Study and Decide & Provide Methodology

Report 1: East Hampshire Accessibility Study

Research and Advice on how to implement a 'Living Locally' concept

Version Control

Project Name: East Hampshire Accessibility Study

Project Ref: 5021782

Report Title: Report 1 – East Hampshire Accessibility Study

Date: 24/01/2024

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
1	20/06/23	Working Draft	MM/DC	SM
2	11/08/2023	Working Draft 2	MM/DC	SM
3	16/08/2023	Working Draft 3	MM/DC	SM
4	15/08/2023	Working Draft 4	MM/DC	SM
5	28/11/2023	Final Draft	MM/DC	SM
6	19/01/24	Final Report	MM/DC	SM
7	24/01/24	Final Report (minor amendments)	MM	SM

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Executive Summary

Background

This report has been prepared by Ridge & Partners LLP on behalf of East Hampshire District Council (EHDC) to inform its emerging East Hampshire Local Plan 2021-2040.

The report presents an accessibility study, which seeks to address the following questions posed by EHDC:

- How should the concept of 20-minute neighbourhoods be applied to East Hampshire settlements, if at all? **(EHDC QUESTION 1)**
- Which parts of the Council's planning area where land is promoted for residential development have the greatest potential to support increases in the use of sustainable transport modes (public transport, walking and cycling) over the plan period? **(EHDC QUESTION 2)**
- Which parts of the Council's planning area where land is promoted for residential development have the least potential to support increases in the use of sustainable transport modes over the plan period? **(EHDC QUESTION 3)**
- What are the opportunities and constraints for connecting to pedestrian, cycle and public transport infrastructure for each of the potential development sites identified within the Council's reasonable alternatives for its Local Plan spatial strategy? **(EHDC QUESTION 4)**

In addition to this report for the accessibility study, a further report has been prepared for EHDC to establish a robust 'Decide & Provide' methodology for the transport assessment of the emerging Local Plan.

Research

The following research has been considered to undertake this study:

- 20-Minute Neighbourhood Guide (Town and Country Planning Association, March 2021)
- 15-minute City Research - Paris Northgates Project White Paper (Chaire ETI, 2019)
- Sports England Active Design Guide (Sports England, May 2022).
- East Hampshire Local Plan 2021 -2040 (Issues and Priorities Reg. 18).
- The 30-minute rural community / Future Mobility (WSP, May 2021).
- Sustrans Walkable Neighbourhoods Report (May 2022)
- The future of rural mobility (Midlands Connect, February 2022)
- Triple Access Planning (Glenn Lyons, May 2021) and Application
- Other policy and guidance documents, and case studies.

Living Locally Accessibility Study Methodology

A Local Settlement Area Accessibility Tool (LSAAT) has been created by Ridge, in consultation with EHDC and HCC, to assess the relative accessibility across EHDC's planning authority area.

The LSAAT scores accessibility by active travel modes (walking and cycling, considered the most sustainable and preferred modes for local travel), whilst also considering accessibility to public transport nodes (bus stops and railway stations).

Executive Summary

The preferred scoring methodology was determined through a series of meetings with EHDC and HCC and also a workshop which was held in July 2023. Three methodology options were identified, developed and refined with EHDC and HCC and a preferred methodology was agreed.

It should be noted that the LSAAT has been created to inform decision making regarding locations for growth, local transport infrastructure and location/requirements for daily amenities. A high or low score does not determine whether development should or should not be allocated in a location, but it informs the Local Plan decision making process with regards to existing accessibility of an area and helps to identify the necessary transport infrastructure/services and supporting facilities to improve accessibility of an area. The accessibility scores are relative to each other and based upon the methodology outlined below.

Information on local facilities in the Local Plan Area and its environs have been obtained from the following data sources:

- Ordnance Points of Interest Data (see appendix A)
- EHDC data (for food banks, parks and green spaces and frequent bus stops)
- Census 2011 data for work population

A 'honeycomb' grid has been laid across East

Hampshire District Council (EHDC) planning authority area to create a fine grid of small hexagons. Each hexagon is 500m wide and is given an accessibility score based on the relative accessibility of services and facilities from its central point. Each hexagon within EHDC planning authority area is scored based on its accessibility within 10 minute walk and cycle.

The results of the accessibility study (illustrated in a honeycomb grid) show that the hexagons generally score higher at locations near town centres, particularly Alton, Bordon, Horndean and Clanfield.

EHDC's Land Availability Assessment (LAA) sites have also been evaluated using the methodology of the accessibility study. The results have been summarised and ranked highest score to lowest score.

EHDC has selected 65 of the LAA sites for further consideration, to help inform the selection of sites for the emerging Local Plan. These sites are referred to as Development Options (DO). The top ten DO sites which have the most potential to achieve high 'living locally' accessibility (based on current conditions) are:

- Forest Centre, Bordon
- Chalk Hill Road, Horndean
- Travis Perkins, Alton
- Land south of Little Leigh Farm

- 32 Telegraph Lane, Four Marks
- White Dirt Farm, Horndean
- Land at Deerleap (south)
- Land at Alton Sewage Treatment Works
- Land at Cottage Farm
- Wilsom Road, Alton

Analysis has been undertaken to determine which sites lack facilities to enable the six social functions to be met within 10 min walk and cycle time and also 10 min walk time only. This analysis demonstrates that living locally accessibility could be improved at many sites with the introduction of daily facilities (subject to viability).

Analysis has also been undertaken to understand which sites (centre point) are within 400m of a regular bus service and/or Local Cycling and Walking Infrastructure Plan routes and will benefit from future investment.

A high-level review of opportunities and constraints for connecting to walking, cycling and public transport infrastructure has been undertaken for the sites which are not within 400m of a regular bus service and/or Local Cycling and Walking Infrastructure Plan routes. This has been informed solely from the accessibility analysis (and not detailed site plans, site visit and promoters' material).

Chapter 1

An introduction to East Hampshire

CHAPTER 1

Introduction

1.1 Overview

1.1.1 East Hampshire is a rural authority with many areas that are poorly connected to public transport networks and some small villages that have few walkable or cyclable facilities. Even in some of the larger settlements (such as Whitehill & Bordon), public perception is that public transport options are insufficient and that there is no realistic alternative to the private car. Nevertheless, East Hampshire District Council (EHDC) wishes to challenge the car dependency of new developments as far as it is practicable to do so.

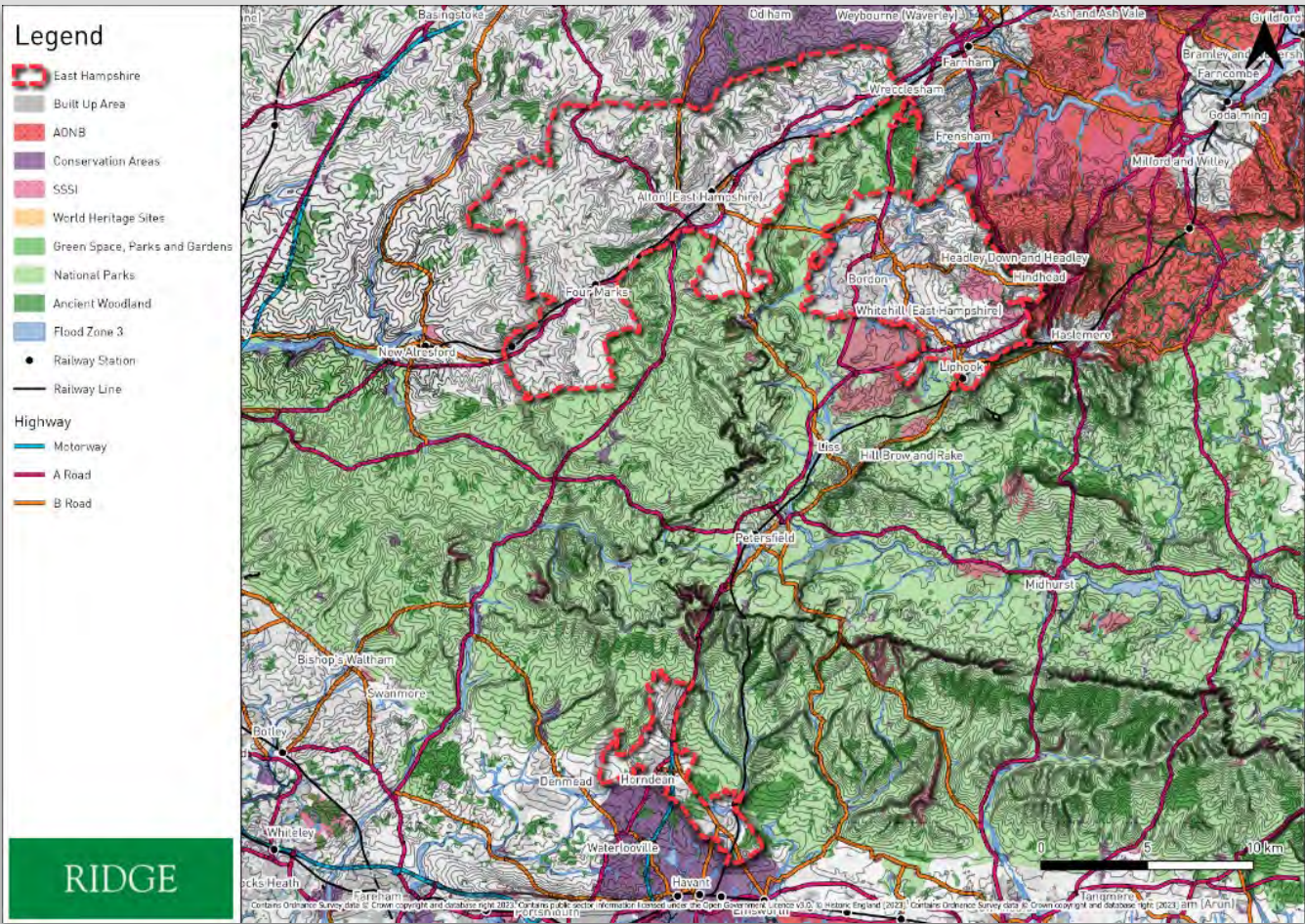
1.1.2 **Figure 1.1** (right) shows the East Hampshire District boundary, key settlements, environmental designations and transport infrastructure providing context to the district.

1.1.3 There are two parts to Ridge and Partners commission:

1. Living Locally – the development of a methodology and accessibility analysis across East Hampshire District Council in terms of enabling local living (good proximity to daily facilities).
2. Decide & Provide – advice on a methodology and provide suitable background data for a ‘decide and provide’ transport assessment.

This report covers the first part of this commission.

Figure 1.1 – East Hampshire in Opportunities and Constraints



CHAPTER 1

Introduction

1.2. Background

1.2.1 The 15 minute neighbourhood concept was originally conceived by Carlos Moreno in 2016. His theory focuses on urban areas, with the aim of encouraging regeneration, improving social cohesion, thriving communities, health and well-being, while reducing the use of motor vehicles and promoting more sustainable living.

1.2.2. There have been various publications and guidance, evolves this concept including the 20-Minute Neighbourhood Guide (Town and Country Planning Association, March 2021) which seeks to create attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day

1.2.3. EDHC has requested research and advice on how to implement a 20-minute neighbourhood concept for towns and villages in the planning area, taking account of opportunities and constraints for sustainable transport modes from the East Hampshire LCWIP (August 2020) and the emerging Hampshire Local Transport Plan (LTP) 4.

1.2.4. EDHC has requested that an accessibility mapping exercise is carried out to identify the opportunities and constraints for connecting potential development sites to pedestrian, cycle and public transport infrastructure.

This accessibility study seeks to address the following questions posed by EHDC:

- How should the concept of 20-minute neighbourhoods be applied to East Hampshire settlements, if at all? **(EHDC QUESTION 1)**
- Which parts of the Council's planning area where land is promoted for residential development have the greatest potential to support increases in the use of sustainable transport modes (public transport, walking and cycling) over the plan period? **(EHDC QUESTION 2)**
- Which parts of the Council's planning area where land is promoted for residential development have the least potential to support increases in the use of sustainable transport modes over the plan period? **(EHDC QUESTION 3)**
- What are the opportunities and constraints for connecting to pedestrian, cycle and public transport infrastructure for each of the potential development sites identified within the Council's reasonable alternatives for its Local Plan spatial strategy? **(EHDC QUESTION 4)**

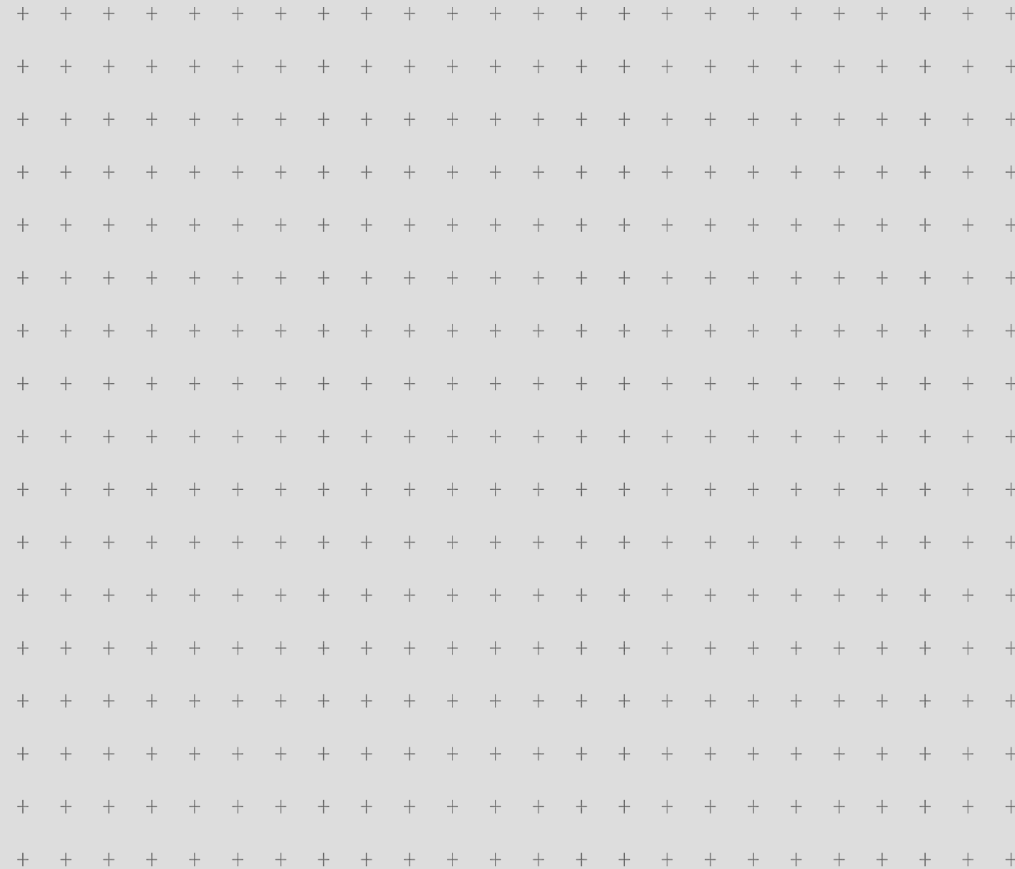
Figure 1.2– 15-minute City Concept



Chapter 2

Living Locally

Research



CHAPTER 2: Living Locally Research

2.1. Opportunities and Constraints

2.1.1 This chapter sets out:

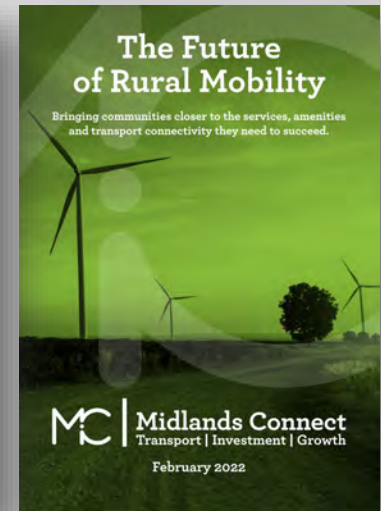
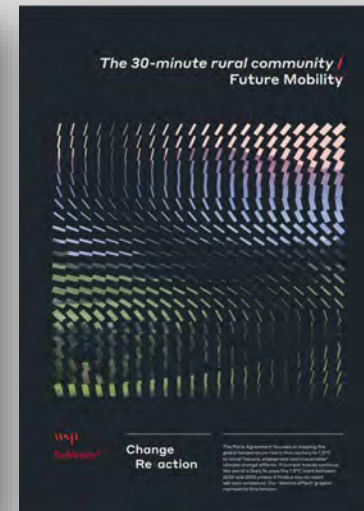
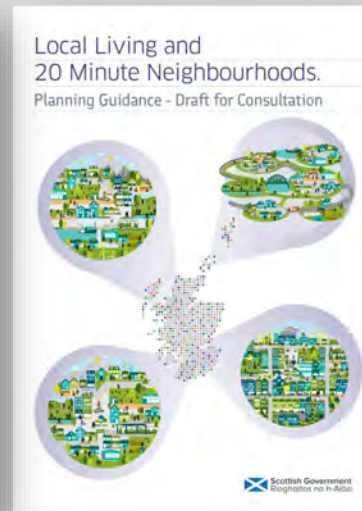
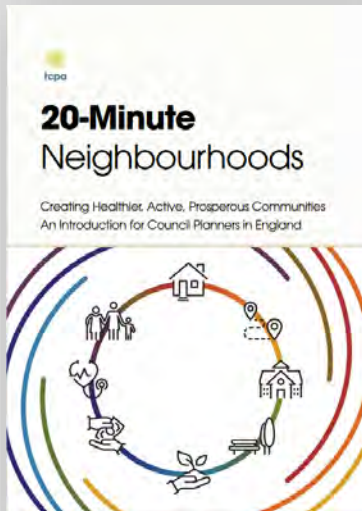
- Research on the concepts of Living Locally and 20-minute neighbourhood.
- Advice on how to implement the concept of Living Locally/ 20-minute neighbourhood.
- The proposed methodology of the Accessibility Study.
- The application of the Accessibility Study on the potential Local Plan sites.

2.2. Research

2.2.1 A review of the following guidance has been undertaken:

- 20-Minute Neighbourhood Guide (Town and Country Planning Association, March 2021)
- 15-minute City Research - Paris Northgates Project White Paper (Chaire ETI, 2019)
- Sports England Active Design Guide (Sports England, May 2022).
- East Hampshire Local Plan 2021 -2040 (Issues and Priorities Reg. 18).
- The 30-minute rural community / Future Mobility (WSP, May 2021).

- Sustrans Walkable Neighbourhoods Report (May 2022)
- The future of rural mobility (Midlands Connect, February 2022)
- Triple Access Planning (Glenn Lyons, May 2021) and Application
- Other policy and guidance documents, and case studies.



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Research

20-Minute Neighbourhoods Guide (TCPA, March 2021)

2.2.2 The 20-minute neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport – and accessible to everyone, whatever their budget or physical ability, without having to use a car.

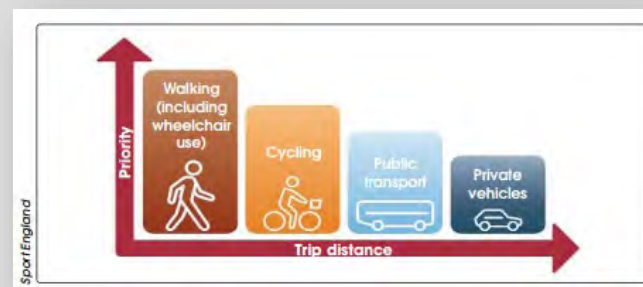
2.2.3 The 20-minute neighbourhood idea is also about strengthening local economies by keeping jobs and money local and facilitating local food production to create jobs and supply affordable healthy food for all; about empowering communities to have a direct say in how their neighbourhoods change; and about doing all this in ways that create places that meet the needs of the least healthy and the least well-off.

2.2.4 The concept has roots in the Garden City model of development devised in the late 19th century by Ebenezer Howard. The TCPA has distilled Howard's vision into a set of principles, which align with the features of 20-minute neighbourhoods set out in Section 2 of the guide and illustrated in **Figure 2.1**. Source: [20MN_Main.qxd \(tcpa.org.uk\)](#)

Figure 2.1 – Characteristics of a 20-min Neighbourhood



Figure 2.2 Well connected paths, streets and spaces



2.2.5 Section 3 of the guide focuses on the principles for successfully implementing 20-minute neighbourhoods. These are based on shared lessons from places with several years' experience. However, they should not be understood as a series of step-by-step instructions rather than a synthesis of theory and practice for good place-making, which can be used to inform local plan-making and decision-taking.

- a compelling vision, well communicated - the vision needs to respond to the aspirations of the local community and be clearly and consistently communicated in ways that work for that community.
- strong, inspiring leadership – this could vary from place to place.
- empowered communities – through the use of engagement tools such as the Place Standard.
- research, data, and analysis – including qualitative data from interviews, data on the impact of climate change of the area, health and socio-economic data.
- partnership and advocacy – through a coordinated, whole-systems approach, including leadership and strong governance structure.
- addressing inequalities – with investment prioritised on meeting needs of the least well-off.

CHAPTER 2: Living Locally

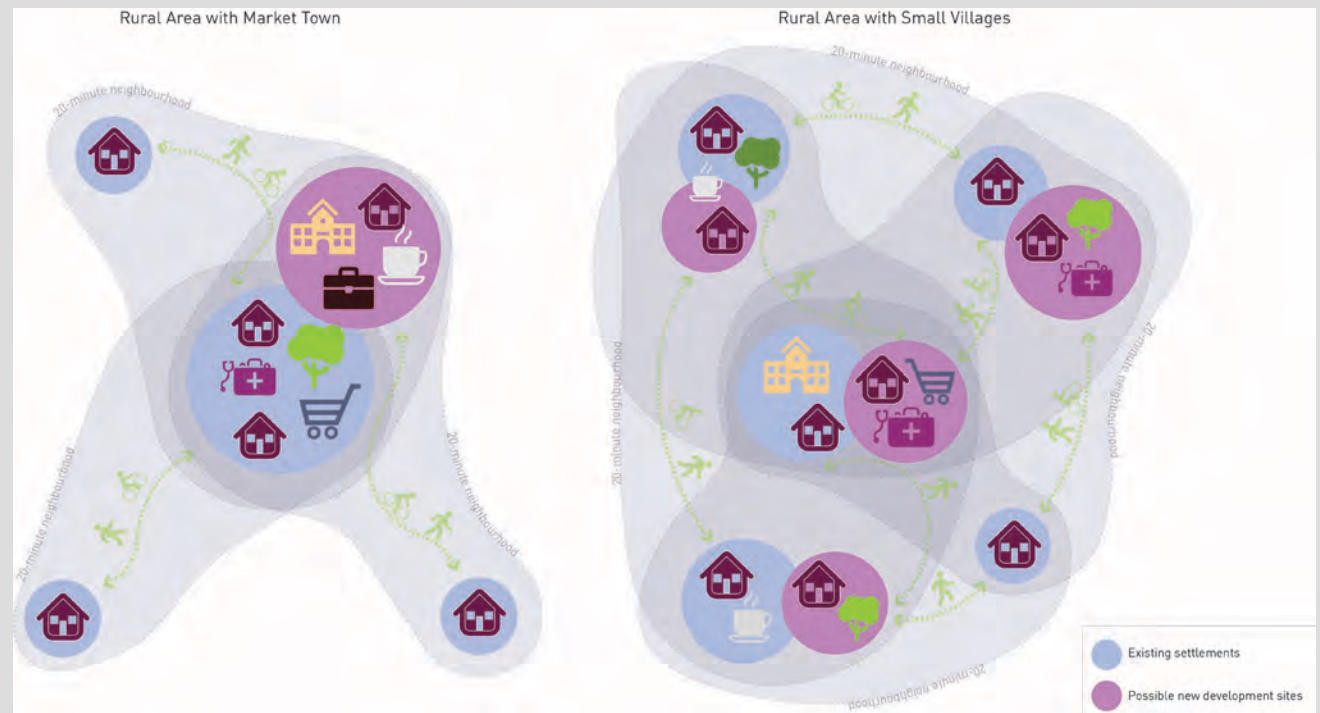
Research

- adopting policy – these can set out a clear expectation of what is required.
- Investment – use of existing planning tools (e.g. developer contributions, CIL) and new sources (e.g. biodiversity net gain).
- ‘hard’ and ‘soft’ measures – although planners can help to provide the ‘hard’ infrastructure for living locally, ‘soft’ measures are needed to support their use and behaviour change (e.g. walk to school schemes, active travel pack distribution).
- evaluation and adaptation – the 20-minute neighbourhood is likely to be an iterative process, therefore evaluation against the objectives through monitoring, and adapting interventions may be necessary.

2.2.6 Section 4.3 of the guide provides advice on the application of the 20-minute neighbourhood idea to villages and rural areas, where there are different challenges from those found in urban areas (poorer broadband and mobile phone coverage, inferior public transport provision and road infrastructure, and poor variety of employment opportunities).

1. Rural Area with Market Town: the market town itself should become a complete and compact 20-minute neighbourhood. Although it is acknowledged that travel from nearby villages would occur, once in the market town, facilities that meet everyday needs can be found within walking distance.
2. Rural Area with Small Villages: supports the creation of a network of villages that collectively provide what most people need for their daily lives, joined by active travel arrangements.

Figure 2.3 – Development Supporting 20-Minute Neighbourhoods



CHAPTER 2: Living Locally Research

Sport England Active Design (May 2023)

2.2.7 The Active Design Guide seeks to help planners, designers and others involved in placemaking, to create and maintain active environments, which “seek to encourage all physical activity – such as active travel, children’s play, outdoor leisure and anything else that maximises opportunities for people to be active, as well as sport and exercise”. For Planners and policy makers, the Active Design Guide can be used to develop Local Plan and Neighbourhood Plan policies, and Transport Plans and Local Cycling and Walking Infrastructure Plans (LCWIPs), amongst others.

2.2.8 The Guide applies ten principles, which are illustrated in Figure 2.1. These principles are split into three areas:

- Supporting Active Travel:
- Principle 2 ‘Walkable Communities’ states that “facilities for daily essentials and recreation should be within easy reach of each other by active travel means...”. To do this, the guidance suggests that “new development should be designed to be compact, with shops, schools community facilities, open space and appropriate sports facility typically within a maximum 800m from homes, along streets and active networks.”
- Principle 4 ‘Mixed uses and co-locating facilities’ states that “people are more likely to combine trips and use active travel to get

to destinations with multiple reasons to visit”. To do this, “Place schools, shops, community facilities, healthcare facilities, sports and leisure facilities, principal public open spaces and suitable employment close together at key locations within active travel and public transport networks.”

- Active High-Quality Places and Spaces
- Creating and Maintaining Activity

Figure 2.4 – Active Design Principles



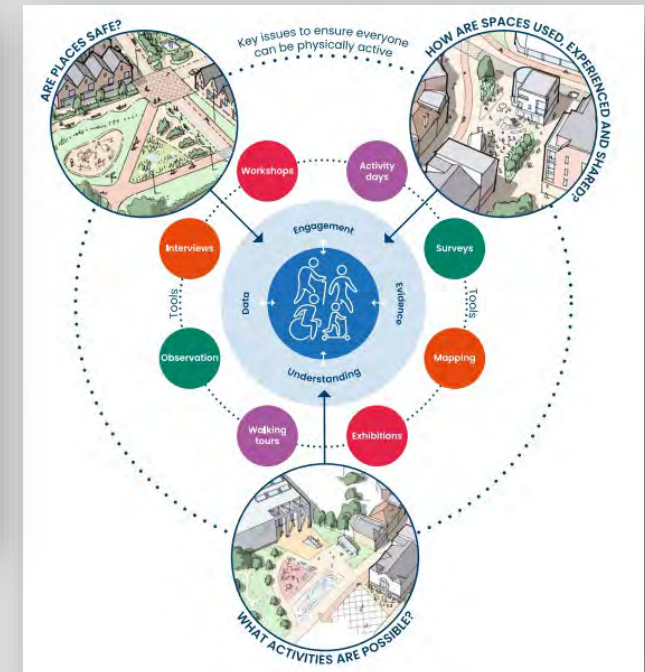
2.2.9 The guide is supported by a pack of

resources including:

- ‘Applying the principles’ – including illustrative places and in-depth case studies;
- A checklist to assess development proposals against the principles
- The Designing for Physical Activity Handbook, which provides specific detailed design advice related to the provision of Active Environments.

Source: [Active Design \(sportengland-production-files.s3.eu-west-2.amazonaws.com\)](https://sportengland-production-files.s3.eu-west-2.amazonaws.com)

Figure 2.5– Principle 1 ‘Activity for all’



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Research

15-minute Research - Urban and Territorial Transitions (Carlos Moreno and Chaire ETI, 2019)

2.2.10 One of the main objectives of the ETI Chair is to project a methodological approach to urban changes and territorial changes in order to conceive new services based on the concept of hyperproximity.

2.2.11 The aim is to design urban life planning around the concept of High Quality Social Life, a concept driven by Professor Carlos Moreno's research, in which the essential social functions are accessibility through soft mobility within less than fifteen minutes in the city (see Figure 2.16) and within less than thirty minutes in the territory.

2.2.12 The document presents the 6 urban social functions of the 15-minute city divided into the categories shown in Figure 2.17.

2.2.13 The implementation of the 15-minute city follows the polycentric planning approach, which "focuses on developing multiurban poles that share nearly the same level of equity in most life aspects achieving what is known by urban equilibrium" (Abozeid, A.S.M., AboElatta, T.A, 2021)

Figure 2.16– 15-minute City Concept

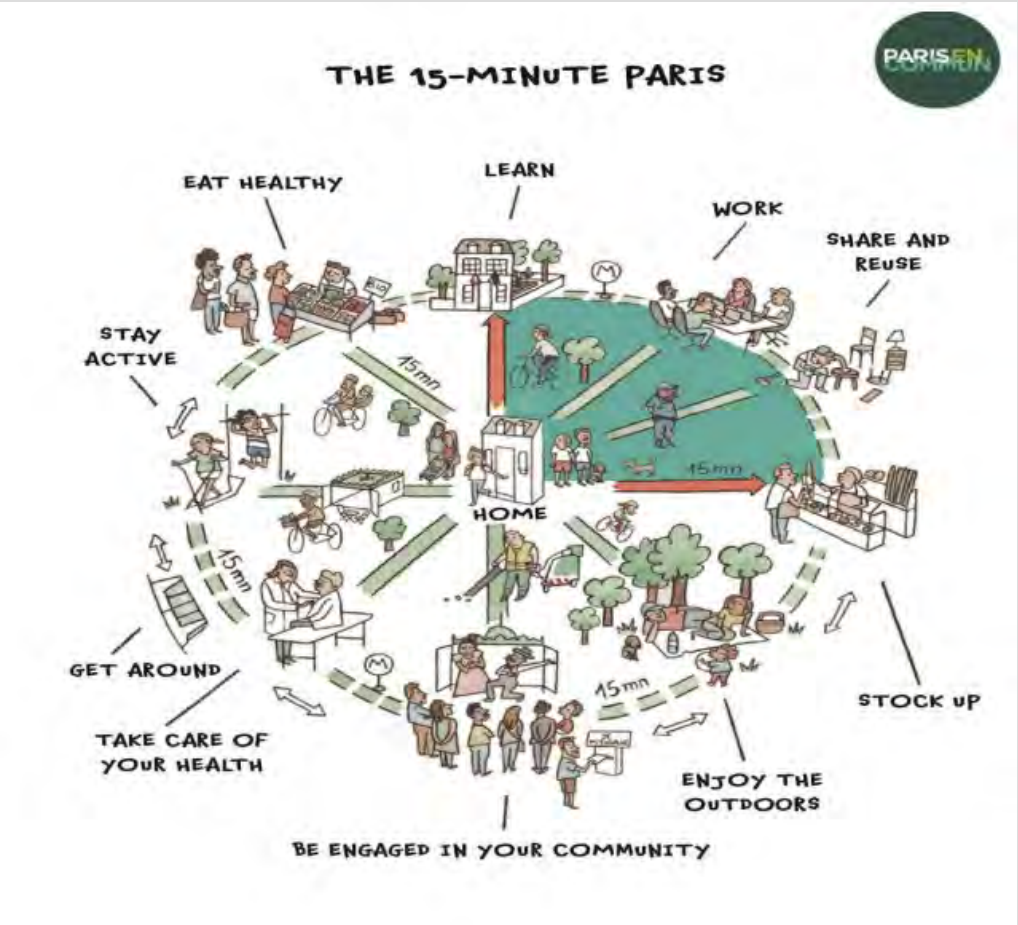
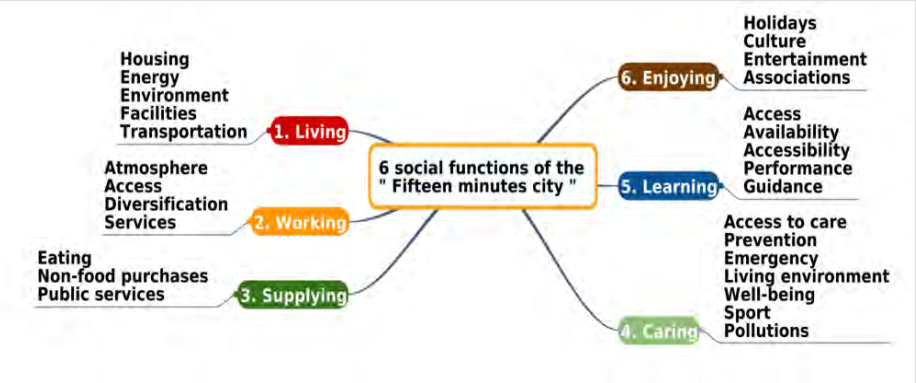


Figure 2.17– 6 Urban Social Functions and Categories



References

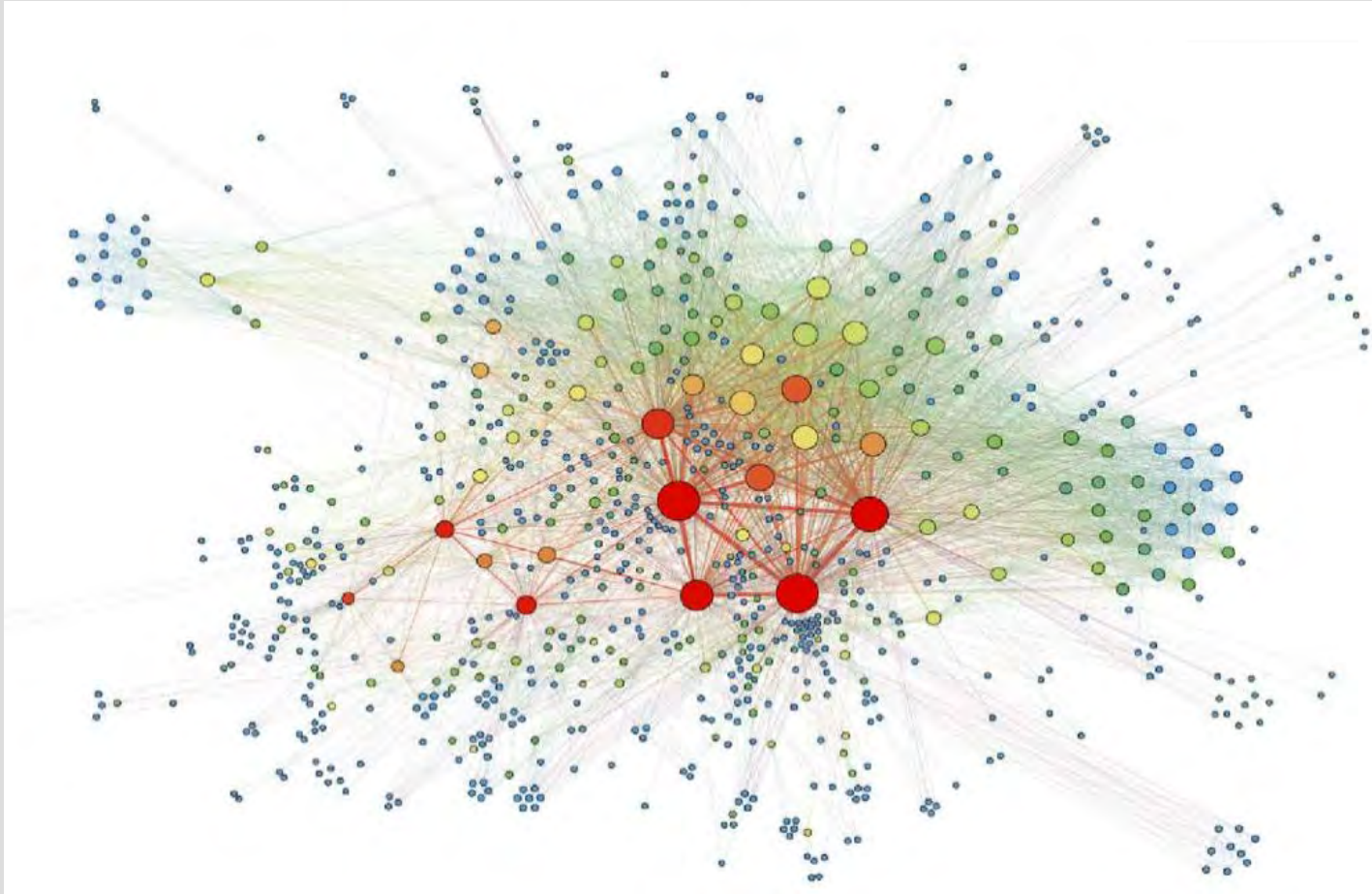
Abozeid, A.S.M., AboElatta, T.A. Polycentric vs monocentric urban structure contribution to national development. J. Eng. Appl. Sci. 68, 11 (2021). <https://doi.org/10.1186/s44147-021-00011-1>

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Research

2.2.14 The implementation of the 15-minute city follows the polycentric planning approach, which “focuses on developing multiurban poles that share nearly the same level of equity in most life aspects achieving what is known by urban equilibrium” (Abozeid, A.S.M., AboElatta, T.A, 2021)

Figure 2.18– Towards Polycentric Cities



CHAPTER 2: Living Locally

Research

East Hampshire Local Plan 2021 -2040 (Issues and Priorities Reg. 18)

2.2.15 East Hampshire's Vision set out in this consultation document is:

"By 2040 our residents will live in healthy, accessible and inclusive communities, where quality homes, local facilities and employment opportunities provide our communities with green and welcoming places to live, work and play and respond positively to the climate emergency."

2.2.16 The settlement hierarchy background paper prepared for the purpose of the Local Plan Reg. 18 consultation 2022-2023 introduces the idea of living locally by defining 20 minute neighbourhoods to assess development potential in all settlements, taking into account the level of services, facilities and accessibility. The following principles were applied to score the different settlements:

- Key services which are likely to be accessed by many people on a daily basis and have a greater impact on reducing the need to travel (highest relative scores)
- Other services which are typically found in larger settlements and may be accessed on a daily or weekly basis (higher relative scores)
- Services which may be widely distributed or infrequently accessed (lowest relative scores)
- Accessibility to key and other important services (scores are greater where services/facilities are within a 20-minute

neighbourhood).

2.2.17 A ranking of settlements in East Hampshire, with settlements falling into one of four tiers, is provided in Table 2 of the document. EHDC intend to review in light of consultation responses and the findings of the accessibility study.

The 30-minute Rural Community / Future Mobility (WSP, May 2021)

2.2.18 The 30-minute rural community, as envisioned by WSP, aims to address mobility challenges in rural areas. The concept acknowledges the unique needs of rural communities and the importance of sustainable transport solutions. Drawing inspiration from the emerging 15-minute city concept, the objectives of the 30-minute rural community are:

- To reduce the need to travel, car dependency and financial burdens it brings, impacts of vehicular movements on rural communities.
- To change sole-occupancy private car behaviours, negative perceptions of public transport, and how under-utilised fixed and moving assets are used to deliver sustainable outcomes.
- To improve the quality of life and experience for rural communities, the economic gap between rural areas and neighbouring conurbations, access to life's opportunities and essential services for all.

2.2.19 The concept incorporates various elements of future mobility. These may include improved public transportation systems, such as buses or shared mobility services, to connect rural communities with nearby towns and cities. Additionally, the concept emphasises active transportation modes like walking and cycling, aiming to create safe and convenient infrastructure for pedestrians and cyclists.

2.2.20 The document provides an action plan for a 30-minute rural community, comprising:

- Define: vision, objectives, desired outcomes
- Identify: actors, roles, cross sectoral linkages, linkages and interdependencies, available assets, funding, legislative and other barriers, and potential market.
- Develop: outcome specification for mobility, approach to meeting the specification through services, a potential suite of interventions, commercial models, "bundled" mobility offer, funding sources.
- Engage: with local organisations, local communities, using co-operative design techniques.
- Deploy: infrastructure and services carefully, respectfully and transparently, and develop a robust monitor & evaluation regime.
- Test and refine: through periodic reviews.
- Share: insights, learnings, successes and failures, as well as commercial models and business cases.

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Research

Sustrans Walkable Neighbourhoods Report (May 2022)

2.2.21 Sustrans has published research on 20-minute neighbourhoods that explores the extent to which the proximity of services is used as selection criteria by English local planning authorities when allocating sites for development.

2.2.22 A survey was undertaken with officers from 100 Local Planning Authorities (LPAs) in England between December 2019 and January 2020. The survey consisted of in-depth interviews with officers alongside a review of planning documents in seven case study LPAs. 50% of the responses were from ‘predominantly rural’ LPAs.

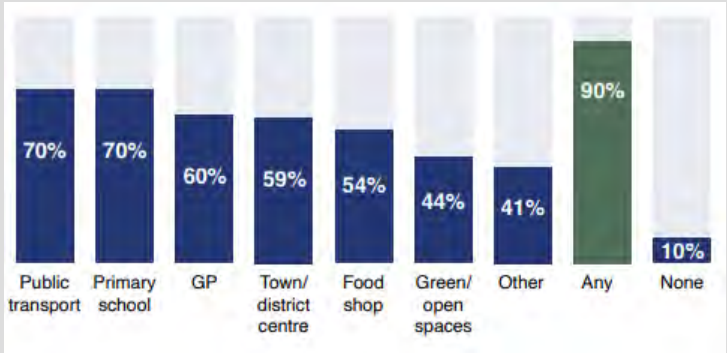
2.2.23 The research results highlight that:

- Most Local Planning Authorities (LPAs) do include access to services within their site allocation process in some way.
- However, approaches to measure service accessibility by walking are inconsistent and do not align with evidence on actual walking distances.
- Where walkable distance is considered, it is often not given priority in final decisions.
- A lack of nationally recognised standards is a major barrier to using walking distances to reject sites where walking distance to services are too far.

2.2.24 The document sets out a number of recommendations:

- For the UK Government:
 - There should be a new strategic policy in the NPPF for the delivery of high quality and inclusive walking environments with a focus on walkable proximity to local facilities.
 - A digital tool that supports LPAs to measure proximity to services and incorporate as determining factor in site allocation is needed.
- For LPAs:
 - LPAs should agree a spatial vision, using mapping to show stakeholders the locations with best accessibility.

Figure 2.6 – Proportion of LPAs that include proximity to each service as criteria within the suitability assessment



- LPAs should develop Supplementary Planning Documents (SPDs) that set accessibility standards based on 800m walking distances to key services, and 400m to bus stops.
- LPAs should develop accessibility background papers to reinforce the importance of walkable distances, to support planning policy and site allocation.
- LPAs should include proximity to services as a criterion within their Sustainability Appraisal to discount unsuitable sites. This should be included in the Strategic Housing Land Availability Assessment, Sustainability Objectives in the appraisal of sites and scoring within a Sustainability Appraisal. This states that the scoring used within a Sustainability Appraisal should be considered carefully, starting with 800m as a maximum acceptable distance, and then determining whether a different threshold or a range is more appropriate.

CHAPTER 2: Living Locally

Research

The Future of Rural Mobility (Midlands Connect, February 2022)

2.2.25 The future of rural mobility, as outlined by Midlands Connect, focuses on improving transport infrastructure and services in rural areas based on the following principles:

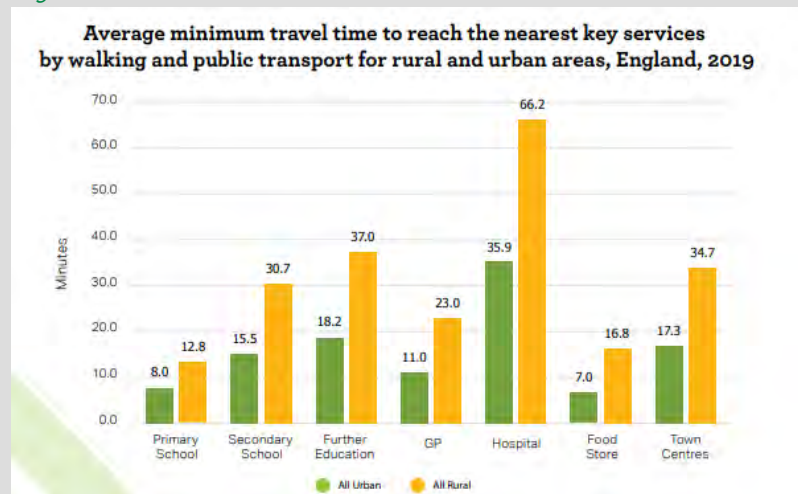
- **Connectivity:** investment in digital infrastructure, such as improved broadband and mobile networks.
- **Public Transport:** a reliable and efficient public transport system for rural areas, with increased investment in rural bus services, and better integration and connectivity between different modes of transportation.
- **Active Travel:** encouraging active modes of travel through new and/ or enhanced walking and cycling routes.
- **Integrated Transport Hubs:** creation of integrated transport hubs, which would serve as central points for different transportation modes, allowing seamless connections between buses, trains, cycling routes, and car-sharing services.
- **Future Technologies:** the use of autonomous vehicles, on-demand services, and shared mobility solutions to provide flexible and efficient transport options in rural areas.
- **Local Engagement:** engagement with rural

residents, businesses, and local authorities to understand their unique needs and preferences, ensuring that future mobility solutions are tailored to their requirements.

- **Environmental Sustainability:** through the use of low-emission vehicles, sustainable transport fuels, and the reduction of carbon emissions through initiatives like carpooling and ride-sharing.

Overall, Midlands Connect envisions a future where rural areas have improved connectivity, reliable public transport, integrated transport hubs, and sustainable mobility solutions. Their plan emphasises collaboration with local communities and the adoption of emerging technologies to enhance rural mobility and quality of life.

Figure 2.7 – Poor access of rural communities



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Research

Triple Access Planning Research (Glenn Lyons, May 2021) and Application

2.2.26 Glenn Lyons is the Mott MacDonald professor of future mobility at UWE Bristol. In this article, Glenn Lyons sheds light on how Triple Access Planning can support the future of mobility. Extracts from the article are provided below:

“Travel is derived from how we design for access and how people wish to, and are able to, fulfil their access needs. ‘Changing access’ has an important double meaning: the way we are able to reach things we need or desire is changing and can be changed. Motorised travel in future does not necessarily need to continue being as dominant as the derivative of society’s pursuit of access.”

*“We live in the Triple Access System (TAS), a concept Cody Davidson and [Prof Glenn Lyons] set out in 2016 [see **Figure 2.8**]. The transport system provides access through physical mobility,*

the land-use system provides access through spatial proximity, and the telecommunications system provides access through digital connectivity.”

“The societal response to Covid-19 has demonstrated – more powerfully than we could have imagined in 2019 – how integral to each of our lives (in different ways) the TAS is. The pandemic has also revealed two key attributes of the TAS: adaptability and resilience. Social inequalities have been further exposed in terms of these attributes and there is an important distinction between being able to and wanting to do things differently. ”

“TAP is outcomes-oriented and therefore vision-led. Actions taken (policy interventions) might be confined, in the case of transport planning and policy, to influencing physical mobility. Nevertheless, these actions should at least take account of influences from, and upon, changing spatial proximity and digital connectivity. Preferably, a more joined up approach would

identify in a co-ordinated way actions across all three sub-systems to bring about mutually reinforcing effects to realise economic, environmental and social outcomes.”

*“Building upon the use of systems thinking, TAP explores plausible future TAS configurations – i.e. scenarios. This is based on the critical uncertainties of society’s relative/absolute change in preference for and consumption of physical mobility, spatial proximity and digital connectivity [see **Figure 2.9**].*

Together, such scenarios reflect uncertainty over a ‘do nothing’ future because the ‘triple access policymaker’ cannot have full control over shaping the future – some system change (involving multiple other actors) will be out of their hands.

Having determined a preferred accessibility future, ‘do something’ policy interventions are needed. These must be resilient or adaptive: able to work within the uncertainty of multiple ‘do nothing’ scenarios to effectively contribute to preferred outcomes.”

Figure 2.8– The Triple Access System and Adaptation to COVID-19

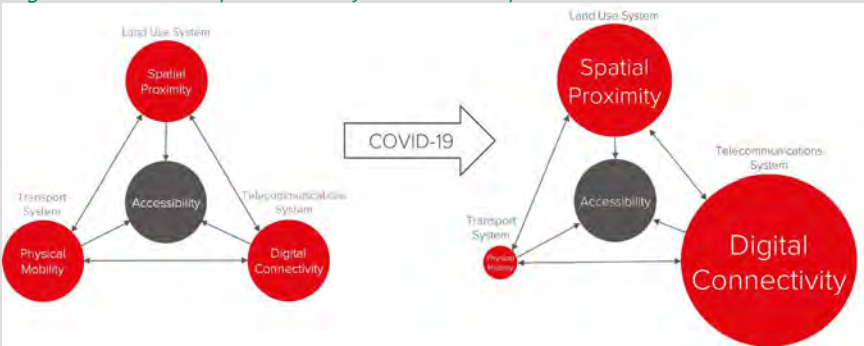
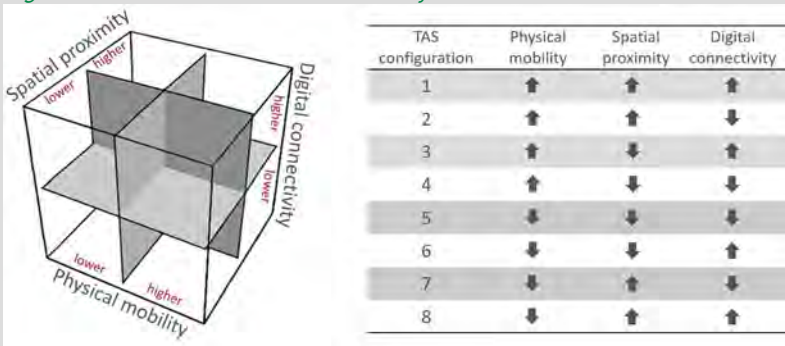


Figure 2.9 – Alternative Accessibility Futures



CHAPTER 2: Living Locally

Research

Future Uncertainty Toolkit for Understanding and Responding to An Evolving Society (FUTURES) (Mott Macdonald and UWE Collaboration,

2.2.27 The FUTURES approach draws on the Triple Access Planning research to explore vision-led strategy in the face of uncertainty, particularly at the strategic planning stage. It follows the following stages:

1. Gearing up: open your mind and get ready to engage.
2. Preferred futures: decided where you want to get to
3. Opening out: expose the uncertainties you face
4. Options: identify steps you could take to realise your vision
5. Closing down: identify the best steps for your strategy that are resilient to the uncertainties
6. Review: keep revisiting your strategy and be prepared to adjust

2.2.28 The actions required as part of the six stages of the FUTURES approach are illustrated in Figures 2.10 – 2.16.

2.2.29 Case studies of the application of the FUTURES Relay in cities across the world can be found at this link: [FUTURES Relay - Mott MacDonald](#)

Figure 2.10– Strengths, Weaknesses, Opportunities, Threats



Figure 2.11–Critical Uncertainties



Figure 2.12– What success looks like (Shared Vision)



Figure 2.13 - Alternative Futures



Figure 2.14 – Policy Measures

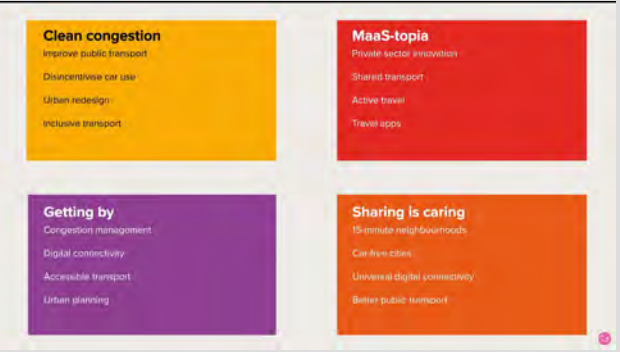


Figure 2.15 – Pathway towards Vision



CHAPTER 2: Living Locally

Research

Other Policy and Guidance Documents

Local Living and 20 Minute Neighbourhoods Planning Guidance (Draft for Consultation 2023)

2.2.30 The Scottish Government has prepared guidance relating to the local living and 20 minute neighbourhood concepts, building on their benefits (climate and environment, health and wellbeing, local economy, quality of life). The guidance document provides a staged approach to local living, illustrated in Figure 2.7.

Scottish National Planning Framework 4 (NPF4) Policy 15

2.2.31 The Scottish National Planning Framework 4 Policy 5 sets out a range of services and amenities that should be considered by development proposals in contributing to local living. The aim of the policy is “to encourage, promote and facilitate the application of the Place principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs with a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options”.

2.2.32 The policy states that Local Development Plans should support local living, including 20-minute neighbourhoods within settlements through the spatial strategy, associated briefs and masterplans.

Active Travel England (ATE) Standing Advice Note: Active Travel and Sustainable Development

2.2.33 On 1st June 2023, ATE became a statutory consultee in all planning applications for developments equal to or exceeding 150 housing units, 7,500 m² of floorspace or an area of 5 hectares.

2.2.34 The new role of ATE is aimed at helping LPAs in their work to implement good active travel design. Their advice note states:

*“[...] a mix of local amenities should be provided within an 800m walking distance of all residential properties or staff entrances for workplace facilities, while a bus stop with regular service(s) should be located within 400m. Local amenities may include but not be limited to a **food shop, park or green space, indoor meeting space, primary school, post office or bank and GP surgery**. All developments that include new dwellings should demonstrate how local schools, colleges and higher education institutions will be accessed by active travel modes.”*

An 800m walking distance equates to approximately 10min trip.

2.2.35 For the purpose of the Accessibility Study, we have referred to the above facilities as ‘ATE Core Facilities’.

Central Oxfordshire Case Studies

2.2.36 The consultation draft of the Central Oxfordshire Travel Plan (COTP) published in August 2022 sets out an action to “develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach”.

2.2.37 In February 2023, OCC submitted a proposal to implement traffic filters in Oxford to:

- Support the concept of the 20-minute neighbourhood, by making walking and cycling safer and more attractive
- Enhance bus travel, by making bus journeys quicker and more reliable, enabling new and improved bus routes, and supporting investment in modern buses.
- Help tackle climate change, reduce air pollution and improve the health and wellbeing of our communities.

2.2.38 Other local governments in Bristol, Canterbury and Sheffield have also put forward plans to introduce elements of a 15-minute city.

CHAPTER 2: Living Locally

Research

RTPI Living Local in Rural Wales

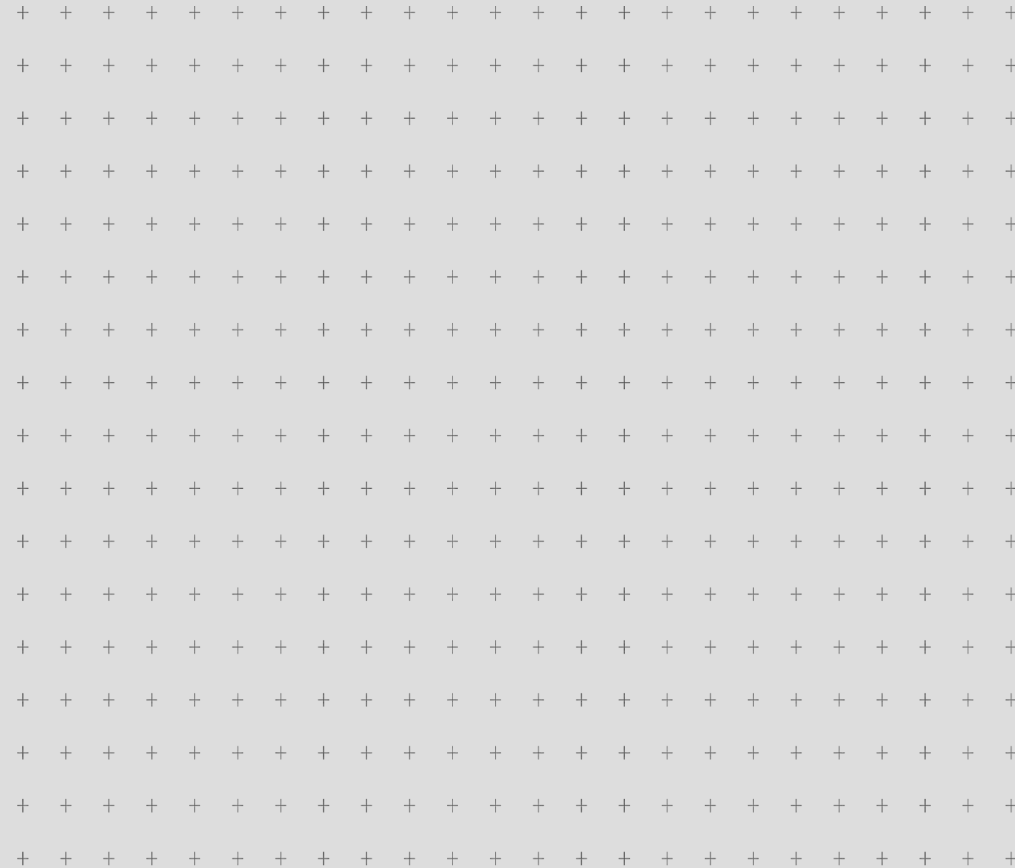
2.2.39 - RTPI Living Local states *"In relation to planning, the elements of living locally in rural areas might include, but are not limited to:*

- *Continuing to focus housing development within established, well connected communities;*
- *Developing digital infrastructure to support local productivity, services, enterprise and communities;*
- *Improving sustainable and inclusive local bus and rail services;*
- *Investing in active travel networks where suitable which provide connectivity to centres of services and public transport hubs; and*
- *Encourage investment and creative initiatives which focus support services in accessible centres, including post offices, banking services, community and public services."*

Chapter 3

Living Locally

Accessibility Methodology



CHAPTER 3: Living Locally

Accessibility Methodology

There is significant research that shows 20-minute neighbourhoods improve social cohesion, improve the local economy and health and well-being, whilst reducing the use of private vehicles and promoting more sustainable living.

These outcomes are in line with EHDC's Corporate Strategy, in particular priorities 2 to 4:

- A safer, healthier and more active East Hampshire
- A thriving local economy with infrastructure to support our ambitions
- An environmentally aware and cleaner East Hampshire.

There is recognition that applying these principles in rural areas is more challenging than in cities.

Most guidance and research suggests that core facilities should be within 10 mins:

- 20-Minute Neighbourhood Guide (Town and Country Planning Association, March 2021) – states:

"Research shows that 20 minutes (roughly 10 minutes out and the same to return home) is generally the threshold time-period that people are willing to walk to access key destinations. The distance covered in a 20 minute round trip, by walking, will vary according to multiple conditions and factors. The quality of surrounding

environment, the different circumstances, age and ability of individuals and their communities, the location, and the topography, are contributory factors in the distance people are willing or able to travel actively to access service.

In rural and island settings, where the geographical context is complex and varied, the aspiration and focus needs to be on enabling people to have access to the services, amenities and facilities needed for a full life. The 20 minutes should not be considered as the defining or limiting factor in for local living in any context but as a useful gauge of the aspiration around access and proximity to services within a neighbourhood to enable people to live well locally."

- Sustrans advises that most core facilities should be within 800m walking distance (10 mins).
- Active Travel England seeks to provide high quality active travel connections to core amenities within 800m (a 10 min walk) and that public transport is with 400m (a 5min walk).

The 30-minute rural community / Future Mobility is generally about improving transport deprivation. 15-minute Research - Urban and Territorial Transitions (Carlos Moreno and Chaire ETI, 2019) considers soft mobility within less than fifteen minutes in the city and within less than thirty minutes in the territory. The 30 minute travel is

less applicable to planning development for living locally in these publications.

There is evidence that people walk less in rural areas, rather than have the willingness to walk further (NTS data, CIHT Planning for Walking, 2015).

QUESTION 1 - HOW SHOULD THE CONCEPT OF 20-MINUTE NEIGHBOURHOODS BE APPLIED TO EAST HAMPSHIRE SETTLEMENTS, IF AT ALL?

- 20 min neighbourhoods should be applied to East Hampshire to help maximise the potential for Living Locally as this meets EHDC's Corporate Strategy and aspirations.
- 10 mins is generally the threshold time-period that people are willing to walk to access key destinations.
- There is evidence that people walk less in rural areas, rather than having willingness to walk further.

Therefore the 20-minute neighbourhood principles should be applied when planning development to maximise opportunities for people to reach as many daily facilities as possible within 10mins (a 20 min round trip).

CHAPTER 3: Living Locally

Accessibility Methodology

3.1. Living Locally Accessibility Study Methodology

3.1.1 The Local Settlement Area Accessibility Tool (LSAAT) has been created by Ridge, in consultation with EHDC and HCC, to assess the relative accessibility across EHDC's planning authority area.

3.1.2 The LSAAT scores accessibility by active travel modes (walking and cycling) as the most sustainable and preferred modes for local travel, whilst also considering accessibility to public transport nodes (bus stops and railway stations).

3.1.3 The preferred scoring methodology was determined through a series of meetings with EHDC and HCC and also a workshop which was held in July 2023. Three methodology options were identified, developed and refined with EHDC and HCC and a preferred methodology was agreed. The alternative methodologies are presented in **Appendix A**. This chapter outlines the preferred scoring methodology.

3.1.4 It should be noted that this tool has been created to inform decision making regarding locations for growth, local transport infrastructure and location/requirements for daily amenities. A high or low score does not determine whether development should or should not be allocated in a location, but it informs the Local Plan decision making process with regards to existing accessibility of an area and helps to identify the

necessary transport infrastructure/services and supporting facilities to improve accessibility of an area. The accessibility scores are relative to each other and based upon the methodology outlined below.

Facilities considered in the Accessibility Study

3.1.4 Facilities have been obtained from the following data sources:

- Ordnance Points of Interest Data (see appendix A)
- EHDC data (for food banks, parks and green spaces and frequent bus stops)
- Census 2011 data for work population

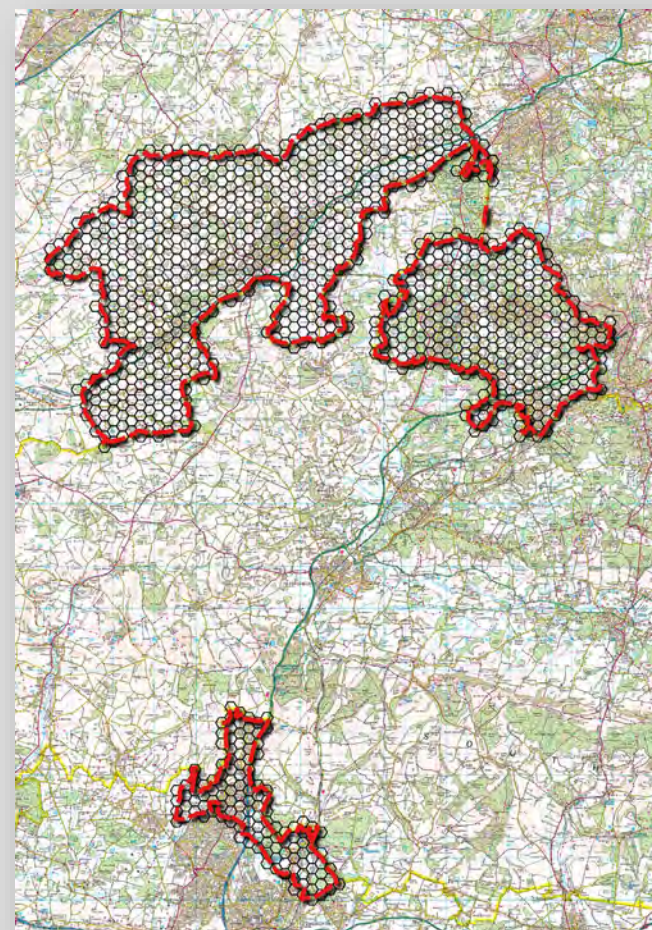
Table 2.1 overleaf summaries the daily facilities that have been agreed with EHDC and HCC.

Honeycomb Division and Walking/ Cycling Isochrones

3.1.5 A 'honeycomb' grid has been laid across East Hampshire District Council (EHDC) planning authority area to create a fine grid of small hexagons (see Figure 2.8). Each hexagon is 500m wide and is given an accessibility score based on the relative accessibility of services and facilities from its central point. Each hexagon within EHDC planning authority area is scored based on its accessibility within 10 minute walk and cycle.

Note: accessibility by public transport has not been considered, as it is unlikely that the walk and wait time for a bus will be under 10 minutes in many areas of EHDC. Even where bus and/or rail services are relatively frequent, journeys would need to be scheduled to coincide with the timetabling of services.

Figure 2.8 – Honeycomb Grid



CHAPTER 3: Living Locally

Accessibility Methodology

Table 3.1 – Daily Facilities Considered in the Accessibility Study

Living	Working	Supplying	Caring	Learning	Enjoying
Halls and community centres	Number of jobs (2011 Census)	Shopping centres and retail parks	Clinics and health centres	Nursery schools and pre- and after-school care	Pubs, bars and inns
Parks and Green Spaces		Post offices	Chemists and pharmacies	First, primary and infant schools	Restaurants
Railway stations, junctions and halts		Grocers, farm shops and pick your own	Gymnasiums, sports halls and leisure centres	Broad age range and secondary state schools	Cafes, snack bars and tea rooms
Bus stops and hail and ride zones		Convenience stores and independent supermarkets	Sports grounds, stadia and pitches	Further education establishments	Shooting facilities
Hair and beauty services		Supermarket chains	Hospitals	Independent and preparatory schools	Libraries
Veterinarians and animal hospitals		Food Banks	Dental surgeries	Special schools and colleges	Places of worship
Banks and building societies		Fast food and takeaway outlets	Optometrists and opticians	Higher education establishments	Bowling facilities
Cash machines		Fish and chip shops	Swimming pools		Snooker and pool halls
Fire brigade stations		Fast food delivery services	Tennis facilities		Cinemas
Police stations		Bakeries	Golf ranges, courses, clubs and professionals		Social clubs
		Butchers	Climbing*		Conference and exhibition centres
			Athletics*		Theatres and concert halls
			Squash courts*		Art galleries
					Museums

*These facilities have been excluded from weighting, as there are no climbing, athletics or squash courts facilities available within a 10-min walk of the centrepoint of the honeycomb grid.

CHAPTER 3: Living Locally

Accessibility Methodology

3.2 Scoring

3.2.1 Isochrones have been created from the centre point of each hexagon for a 10min walk and a 10min cycle. Note: Isochrones of the sample hexagons are included in **Appendix A**.

3.2.2 A count of each type of daily facilities has been undertaken within each isochrone (10min walk and 10min cycle) of each hexagon.

3.2.3 A score out of 100 has been given to each type of daily facility.

3.2.4 The count of facilities listed under 'living', 'working', 'supplying', 'caring', 'learning' and 'enjoying', has been capped at three. This means that the maximum score (100) for that type of facility can be achieved if there are three or more, 66 if two facilities and 33 if one facility.

3.2.5 The count of jobs under 'working' has been scored against the maximum number of jobs accessible to any hexagon across EHDC. For example if 1000 jobs is the maximum jobs accessible to any hexagon, then that hexagon will score 100. If 500 jobs are accessible to another hexagon, then this will score 50 (500/1000).

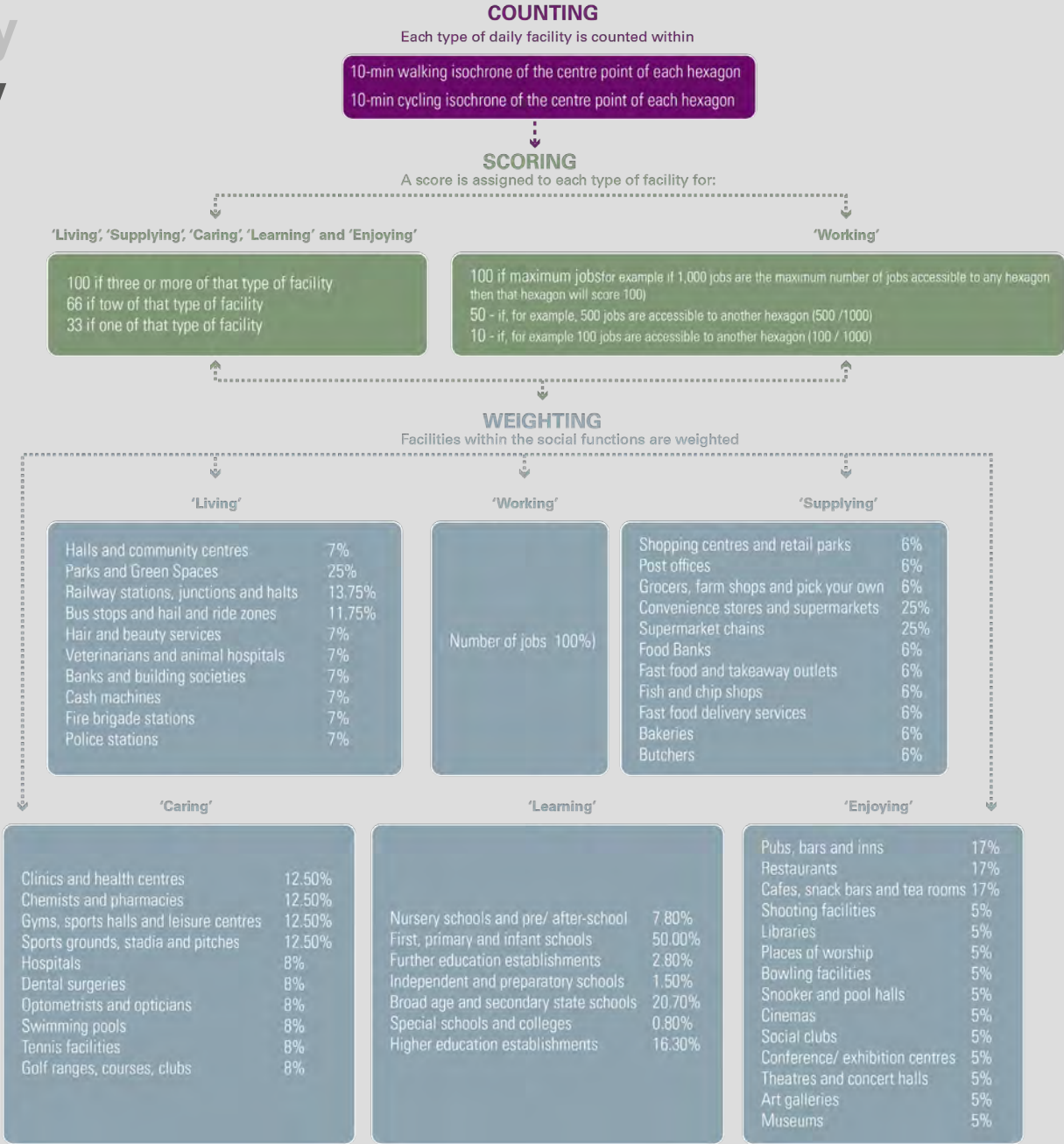


Figure 3.2 Scoring Flow Chart

CHAPTER 3: Living Locally

Accessibility Methodology

3.3 Scoring Criteria

3.3.1 The agreed methodology, including weighting and scoring criteria, is presented in the following sections.

Daily Facilities Weighting Criteria

3.3.2 Facilities have been weighted within each social function based on judgement, discussion with EHDC and HCC and is outlined below:

- **Living:**
 - 25% Parks and Green Spaces
 - 25% weighting to public transport, weighted based on travel to work data (Census 2011)
 - 13.75% railway stations
 - 11.25% bus stops.
 - Remaining facilities split evenly
- **Working:**
 - 100% weighting to number of jobs
- **Supplying:**
 - 50% weighting to supermarkets (25%) and convenience stores (25%)
 - 50% weighting evenly split to remaining facilities
- **Caring:**
 - 50% to health and sports evenly:

- 25% to Clinics (12.5%) and chemists and pharmacists (12.5%)
- 25% split evenly between hospitals, dental surgeries and optometrists.
- 50% to Sports:
 - 25% to general sports
 - 12.5% to Gyms
 - 12.5% to sports ground
 - 25% evenly split between swimming pools, athletics, climbing, tennis facilities, squash courts and golf ranges.
- **Learning:**
 - split based on the number of children within each facility. This has been estimated using DfE data ‘School pupils and their characteristics, Academic Year 2022/2023’ which provides the number of students attending any of the below in England:
 - Non-maintained special school
 - State-funded AP school
 - State-funded nursery
 - State-funded primary
 - State-funded secondary
 - State-funded special school

3.3.3 Where DfE data was not available, additional information has been obtained from Higher Education Student Statistics, which

states that the total number of students stood at 2,862,620 in 2021/22

3.3.4 Based on this information, the weighting of ‘Learning’ facilities is presented on the following table:

Table 3.2 – Weighting of Learning Facilities

Learning Facilities	%
Nursery schools and pre- and after-school care	7.8%
First, primary and infant schools	50.0%
Further education establishments	2.8%
Independent and preparatory schools	1.5%
Broad age range and secondary state schools	20.7%
Special schools and colleges	0.8%
Higher education establishments	16.3%
Total	100.0%

- **Enjoying:**
 - 50% to indoor meeting places (cafes, pubs and bars, and restaurants)
 - 50% split amongst remaining ‘enjoying’ facilities.

3.3.5 The weightings of social functions and facilities within each function is presented in the charts on the next pages.

CHAPTER 3: Living Locally

Accessibility Methodology

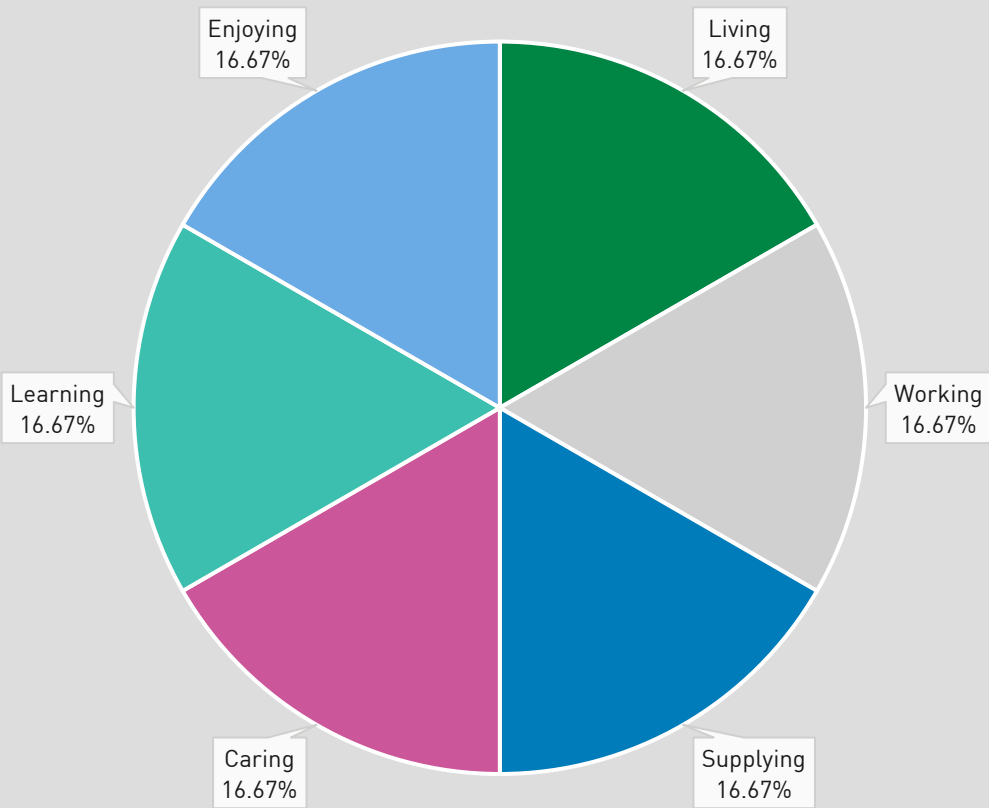
Social Functions Weighting Criteria

3.3.6 Each social function is weighted evenly as outlined below:

- Living: 16.7%
- Working: 16.7%
- Supplying: 16.7%
- Caring: 16.7%
- Learning: 16.7%
- Enjoying: 16.7%

3.3.7 The weightings of social functions are presented in the chart to the right and weighting combined with the daily facility weighting are shown in Figure 3.4.

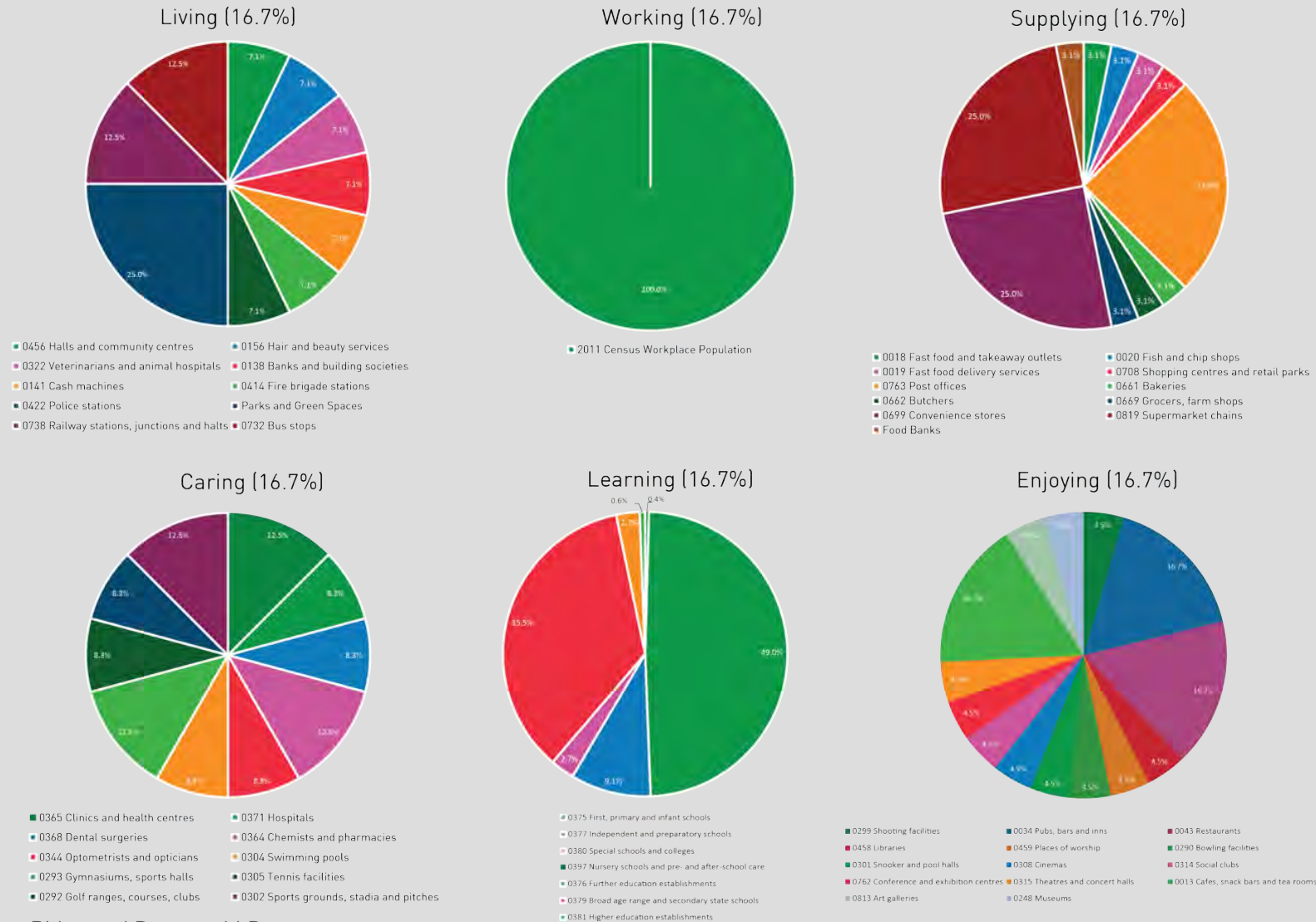
Figure 3.3 – Weighting of Social Functions



CHAPTER 3: Living Locally

Accessibility Methodology

Figure 3.4– Daily Facility and Social Function Weightings



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Accessibility Methodology

Walking and Cycling Weighting Criteria

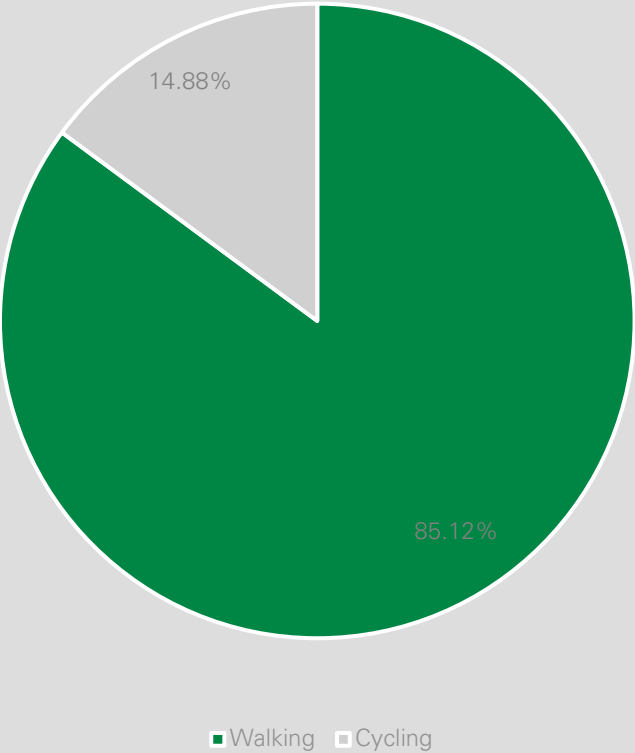
3.3.8 A further weighting is applied to the number of facilities within the 10 min walking isochrone and the number of facilities within the 10 min cycling isochrone.

3.3.9 The mode share of walking and cycling in EHDC has been obtained from 'Method of Travel to Work' Census 2011 Data:

- Walking: 7.65% (less than 2km)
- Cycling: 1.34% (less than 2km)

3.3.10 The following walking and cycling weightings have been applied:

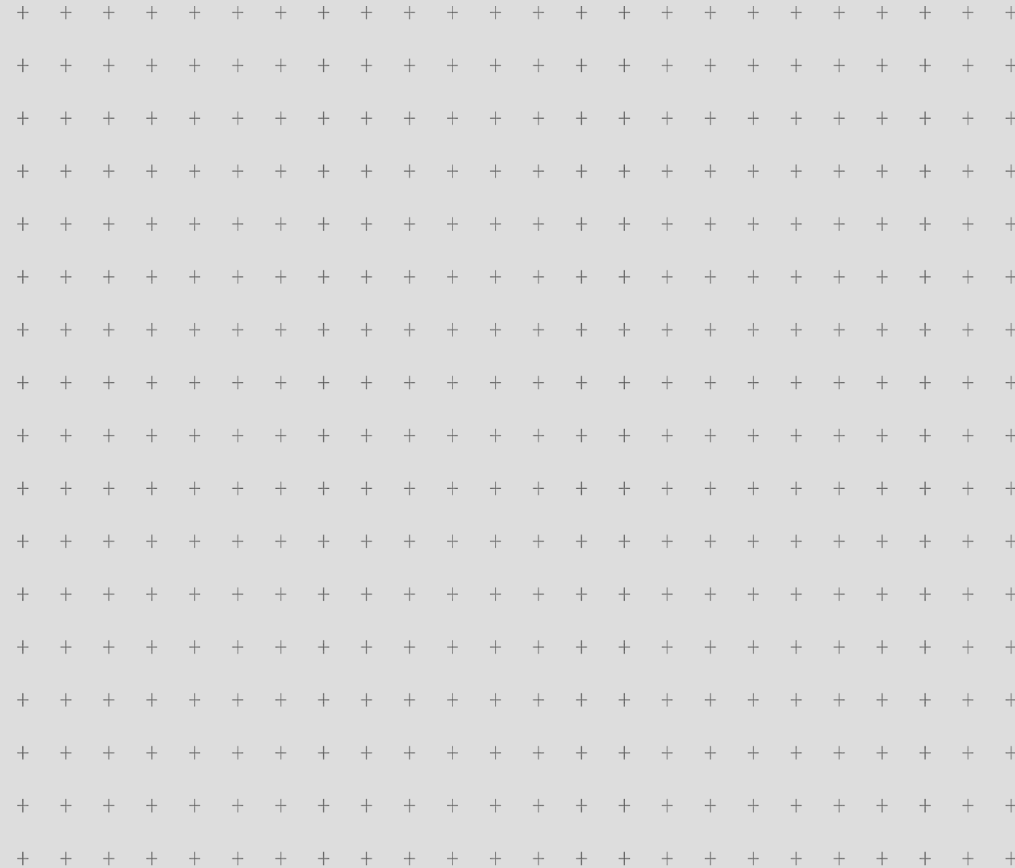
- Walking: 85.12%
- Cycling: 14.88%



Chapter 4

Living Locally

LAA Accessibility Results



CHAPTER 4: Living Locally

LAA Sites Accessibility Results

4.1 Accessibility Study Results

4.1.1 The results of the accessibility study are illustrated in the honeycomb grid to the right. The results show that the hexagons generally score higher at locations near town centres, particularly Alton, Bordon, Liphook, Horndean and Clanfield.

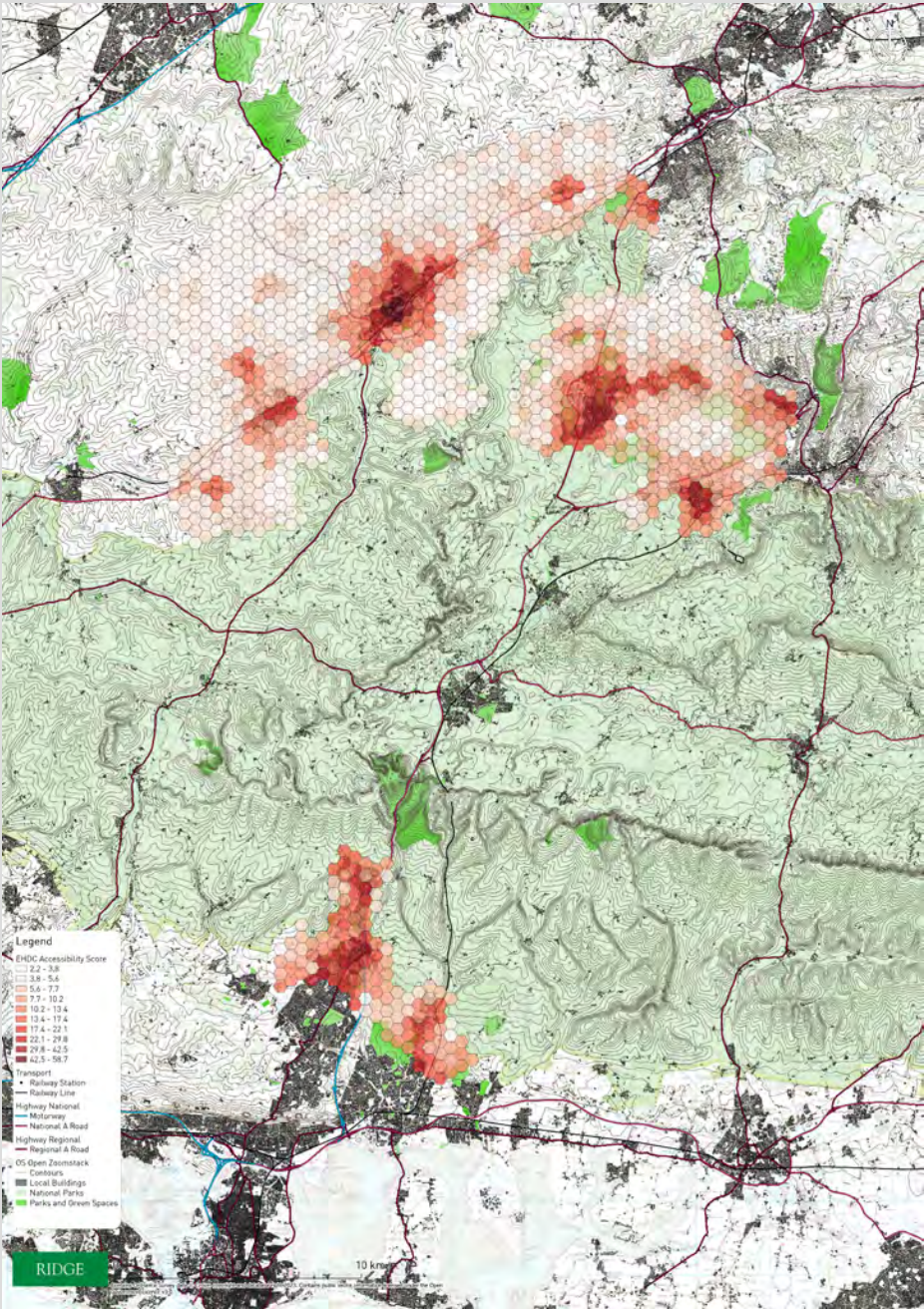
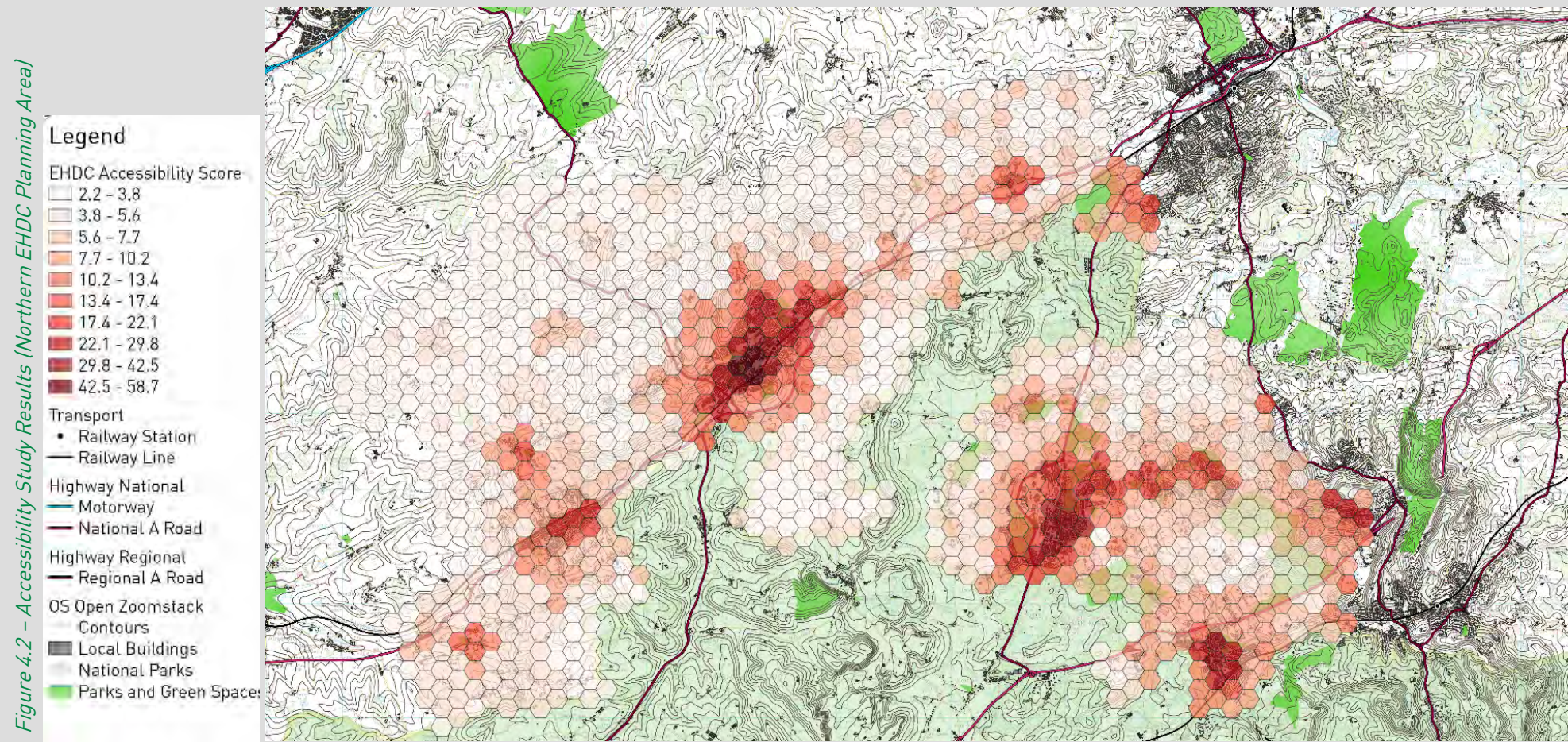


Figure 4.1 – Accessibility Study Results (Full EHDC Planning Area)

CHAPTER 4: Living Locally

LAA Sites Accessibility Results

4.1.2 A larger scale plan of the north and north-east areas of East Hampshire is shown in **Figure 4.2**.

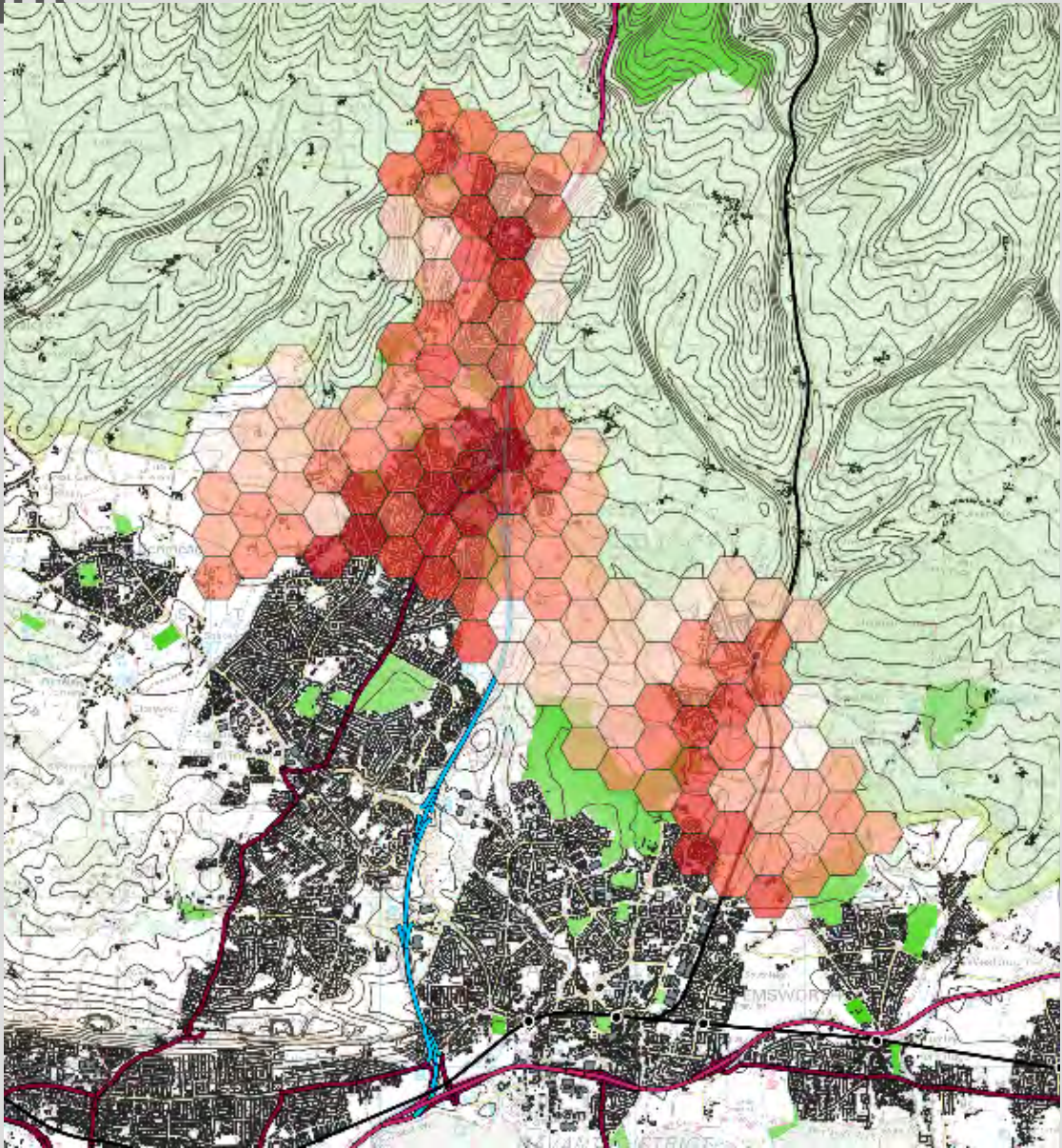


CHAPTER 4: Living Locally

LAA Sites Accessibility Results

4.1.2 A larger scale plan of the south of East Hampshire is shown in **Figure 4.3**.

Figure 4.3 – Accessibility Study Results (Southern EHDC Planning Area)



CHAPTER 4: Living Locally

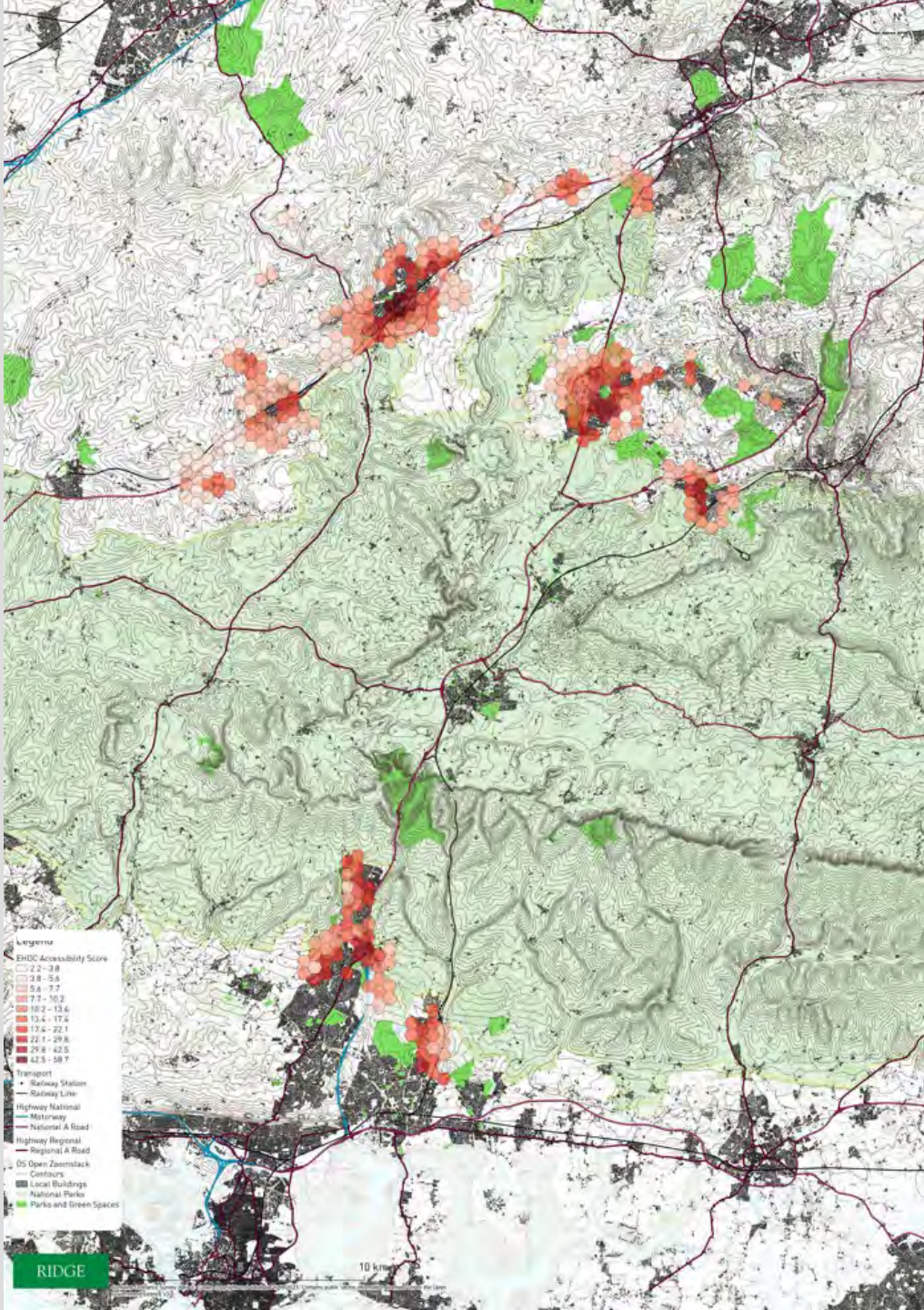
LAA Sites Accessibility Results

4.2 Accessibility Study Results (‘Land Availability Assessment’ Sites)

4.2.1 Accessibility scores of hexagons located where development sites being promoted for development through EHDC’s emerging Local Plan (known as ‘LAA’ sites) are illustrated in the honeycomb grid to the right, for sites scoring greater than 2.2. The results reflect:

- 275 ‘LAA’ sites, based on information provided by EHDC
- Where a site straddles more than one hexagon, the results of all relevant hexagons are shown.

Figure 4.1 – Accessibility Study Results with ‘LAA’ Sites ‘Full EHDC Planning Area

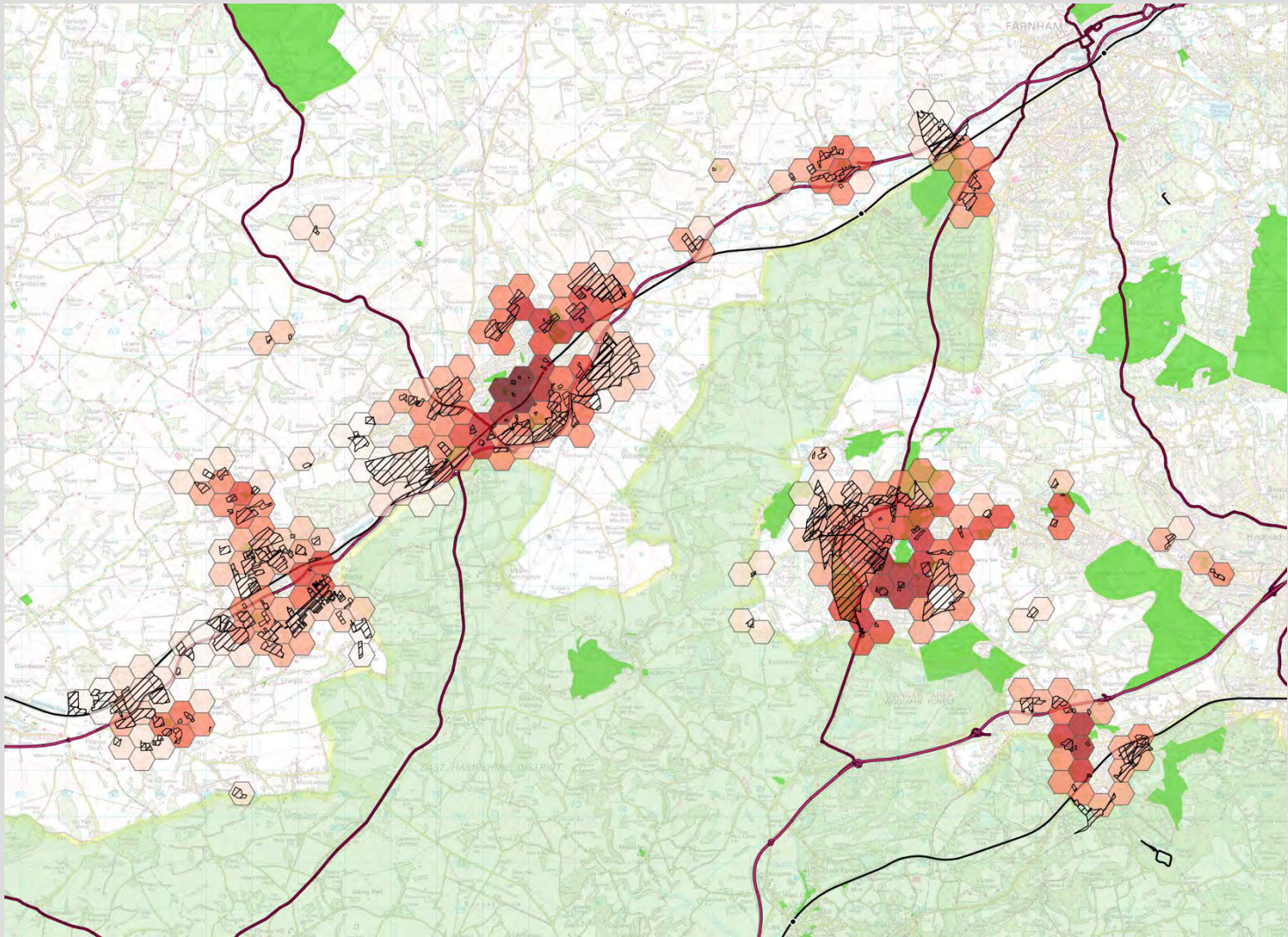


CHAPTER 4: Living Locally

LAA Sites Accessibility Results

4.2.2 A larger scale plan is shown in Figure 4.3.

Figure 4.4 – Accessibility Study Results with 'LAA' Sites (Northern EHDC Planning Area)

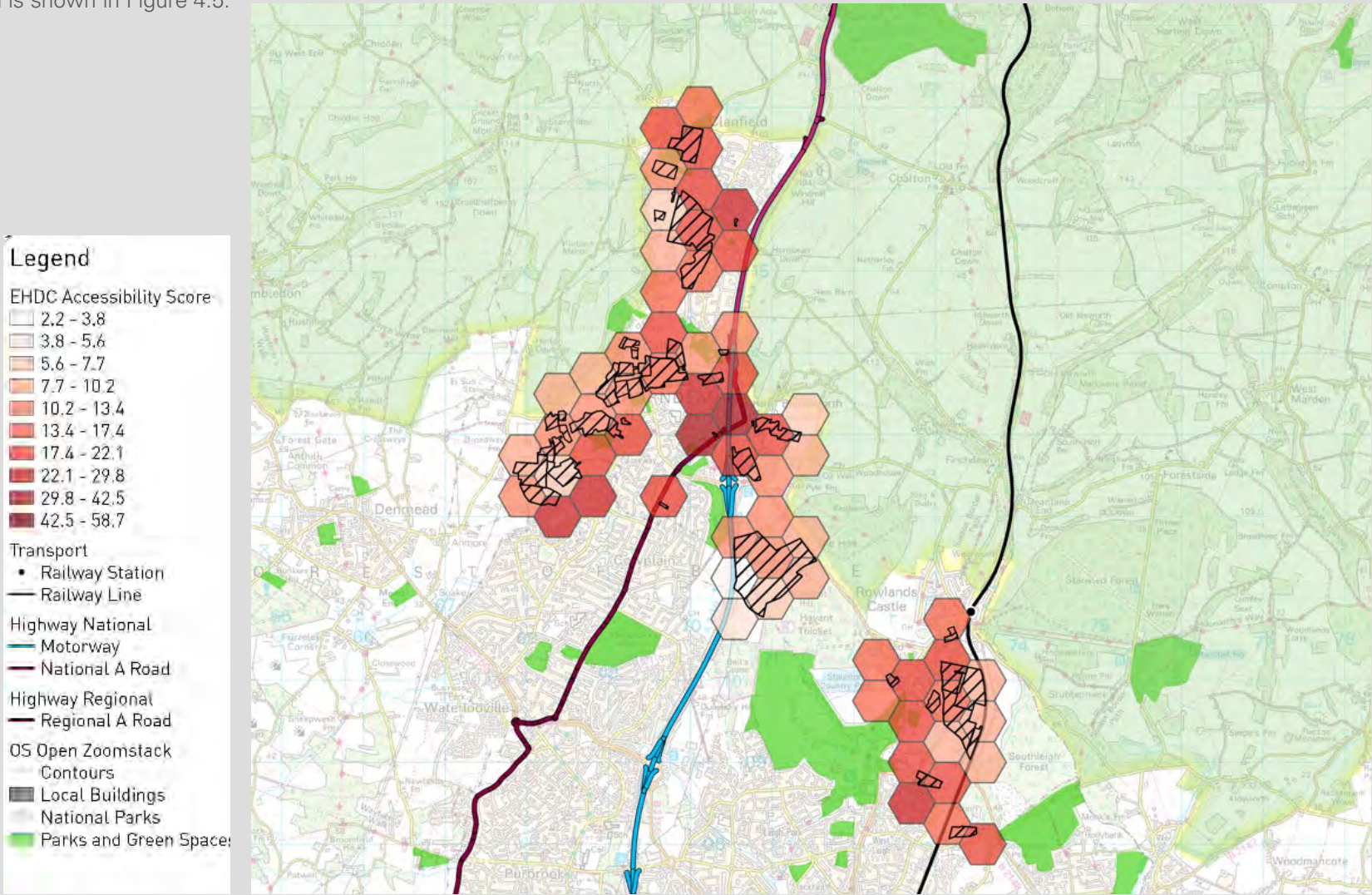


CHAPTER 4: Living Locally

LAA Sites Accessibility Results

4.2.2 A larger scale plan is shown in Figure 4.5.

Figure 4.5 – Accessibility Study Results with 'LAA' Sites (Southern EHDC Planning Area)



CHAPTER 4: Living Locally

LAA Sites Accessibility Results

QUESTION 2 - WHICH PARTS OF THE COUNCIL'S PLANNING AREA WHERE LAND IS PROMOTED FOR RESIDENTIAL DEVELOPMENT HAVE THE GREATEST POTENTIAL TO SUPPORT INCREASES IN THE USE OF SUSTAINABLE TRANSPORT MODES (PUBLIC TRANSPORT, WALKING AND CYCLING) OVER THE PLAN PERIOD?

4.2.3 A list of 'LAA' sites with the highest 'living locally' accessibility scores (sites with scores above 25) is provided in the table on the right. The 'average score' is the average of the 'minimum' and 'maximum' scores, also provided in the **Table 4.1**.

4.2.4 There may be opportunities to further improve local active travel accessibility to daily facilities and public transport at the sites presented in **Table 4.1**. The opportunities and constraints related increasing 'living locally' accessibility of sites selected by EHDC (65 sites) are explored in the following chapter.

4.2.5. The full list of 'living locally' accessibility scores for all 'large' sites is provided in **Appendix E**.

Note 1: the score is determined from the centre point of the hexagon

Note 2: the score considers 10min walking and cycling accessibility. No public transport accessibility is considered at this stage.

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/AL-039	Alton	59	59	0	59
LAA/AL-042	Alton	59	59	0	59
LAA/AL-051	Alton	53	59	5	56
LAA/AL-050	Alton	49	53	4	51
LAA/AL-040	Alton	40	40	0	40
LAA/AL-003	Alton	40	40	0	40
LAA/AL-046	Alton	39	39	0	39
LAA/LIP-018	Liphook	38	38	0	38
LAA/LIP-022	Liphook	38	38	0	38
LAA/WHI-014	Whitehill	37	37	0	37
LAA/WHI-016	Whitehill	37	37	0	37
LAA/WHI-025	Whitehill	37	37	0	37
LAA/HD-033	Horndean	35	35	0	35
LAA/WHI-026	Whitehill	34	34	0	34
LAA/WHI-028	Whitehill	34	34	0	34
LAA/WHI-024	Whitehill	34	34	1	34
LAA/AL-013	Alton	17	43	25	30
LAA/AL-048	Alton	17	43	26	30
LAA/WHI-009	Whitehill	20	37	17	28
LAA/AL-031	Alton	28	28	0	28
LAA/AL-017	Alton	28	28	0	28
LAA/LIP-043	Liphook	27	27	0	27
LAA/WHI-017	Whitehill	17	37	19	27
LAA/AL-023	Alton	13	39	26	26
LAA/HD-016	Horndean	20	32	13	26
LAA/LIP-044	Liphook	13	38	25	25
LAA/WHI-032	Whitehill	25	25	0	25

Table 4.1 – Highest Average Scoring 'LAA' Sites

CHAPTER 4: Living Locally

LAA Sites Accessibility Results

QUESTION 3. WHICH PARTS OF THE COUNCIL'S PLANNING AREA WHERE LAND IS PROMOTED FOR RESIDENTIAL DEVELOPMENT HAVE THE LEAST POTENTIAL TO SUPPORT INCREASES IN THE USE OF SUSTAINABLE TRANSPORT MODES OVER THE PLAN PERIOD?

4.2.6 A list of ‘LAA’ sites with the lowest ‘living locally’ accessibility scores (sites with scores below 8) is provided in **Table 4.2** on the right.

4.2.7 Although the ‘living locally’ accessibility scores are low, there may be opportunities to improve local active travel accessibility to daily facilities and public transport at these sites presented in **Table 4.2**.

Note 1: the score is determined from the centre point of the hexagon

Note 2: the score considers 10min walking and cycling accessibility. No public transport accessibility is considered at this stage.

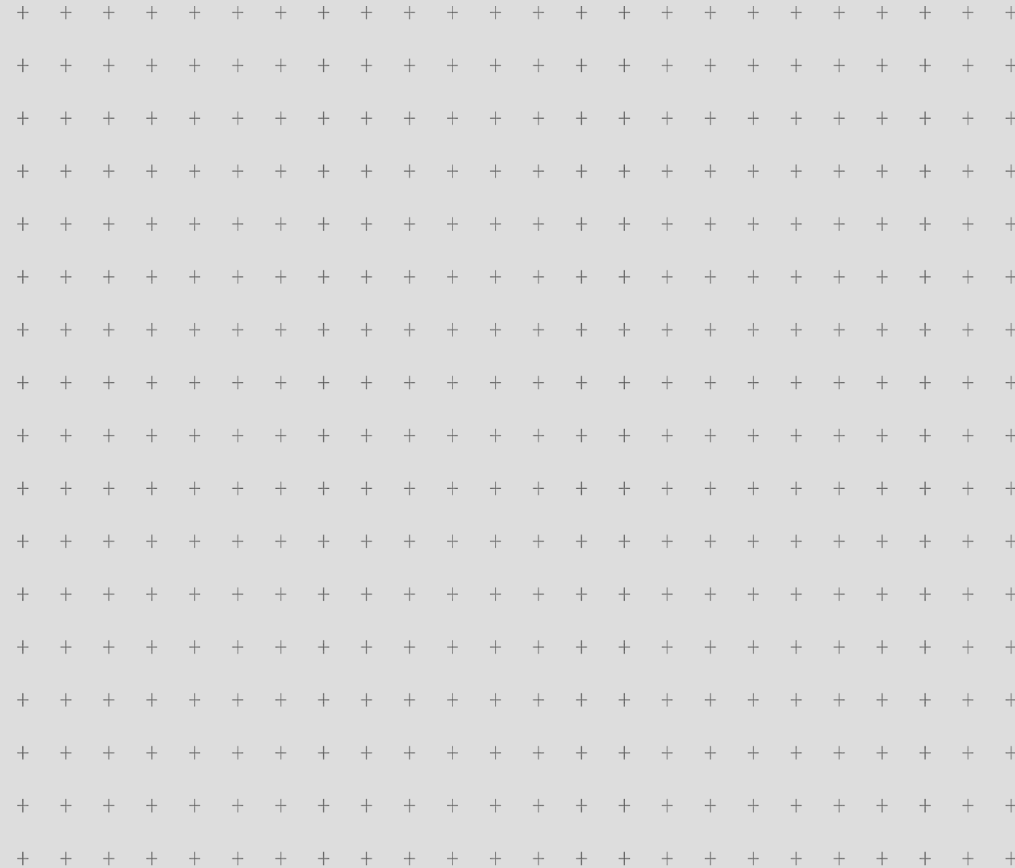
Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/BEE-008	Beech	3	4	1	3
LAA/FM-035	Four Marks	3	3	0	3
LAA/BEE-005	Beech	3	4	1	3
LAA/ROP-018	Ropley	3	6	3	4
LAA/LAS-001	Lasham	4	5	1	4
LAA/BTW-006	Bentworth	4	5	1	4
LAA/ROP-026	Ropley	4	4	0	4
LAA/BEE-007	Beech	3	6	3	4
LAA/ROP-010	Ropley	3	6	3	5
LAA/FM-018	Four Marks	3	6	3	5
LAA/SEL-006	Selborne	4	5	1	5
LAA/ROP-023	Ropley	5	5	0	5
LAA/ROP-020	Ropley	5	5	1	5
LAA/ROP-006	Ropley	5	5	0	5
LAA/LIP-009	Liphook	5	5	0	5
LAA/MED-019	Medstead	5	5	0	5
LAA/SEL-007	Selborne	5	5	0	5
LAA/ROP-017	Ropley	5	6	1	5
LAA/FM-001	Four Marks	3	7	4	5
LAA/ROP-015	Ropley	5	5	0	5
LAA/ROP-013	Ropley	6	6	0	6
LAA/WHI-031	Whitehill	4	8	4	6
LAA/FM-023	Four Marks	6	6	0	6
LAA/FM-036	Four Marks	6	6	0	6
LAA/ROP-027	Ropley	6	6	0	6
LAA/FRY-002	Froyle	6	6	0	6
LAA/CHA-006	Chawton	2	10	8	6
LAA/FM-039	Four Marks	6	6	0	6
LAA/BTW-002	Bentworth	6	6	0	6

Table 4.2 – Lowest Average Scoring ‘LAA’ Sites

Chapter 5

Living Locally

Accessibility Analysis



CHAPTER 5: Living Locally

DO Sites Accessibility Analysis

5.1. Development Options (DO) Sites for Review

5.1.1 EHDC has selected 64 of the LAA sites (listed in chapter 4) for further consideration, referred to as DO sites.

5.1.2 **Tabled 5.1** and **5.2** summarises the living locally accessibility score for these 64 sites.

Table 5.1 – Living Locally Accessibility Score (DO Sites) – Highest Scores

Site Ref	Site Name	Average Score	Min Score	Max Score	Range
LAA/WHI-024	Forest Centre, Bordon	34	34	34	1
LAA/HD-008	Chalk Hill Road, Horndean	24	21	28	7
LAA/CHA-008	Travis Perkins, Alton	24	24	24	0
LAA/RC-004	Land south of Little Leigh Farm	21	18	27	9
LAA/FM-008	32 Telegraph Lane, Four Marks	19	19	19	0
LAA/HD-009	White Dirt Farm, Horndean	19	17	21	4
LAA/RC-007	Land at Deerleap (south)	18	17	19	2
LAA/AL-058	Land at Alton Sewage Treatment Works	18	18	18	0
LAA/HD-021	Land at Cottage Farm	17	7	26	19
LAA/WOR-004	Wilsom Road, Alton	17	17	17	0
LAA/RC-006	Land at Deerleap (north)	17	17	17	0
LAA/RC-001	Land at Oaklands House	17	15	18	3
LAA/HD-004	Land south of Five Heads Road	17	11	28	17
LAA/BEN-005	Land west of Rectory Lane, Bentley	16	15	18	3
LAA/RC-013	Land west of Manor Lodge Road	16	15	18	3
LAA/BEN-018	Land at Glebe House, School lane, Bentley	15	15	15	0
LAA/HEA-013	Land at Beech Hill Road	15	14	17	3
LAA/HD-024	Woodcroft Farm	15	7	25	18
LAA/BEN-011	Land west of Station Road, Bentley	15	15	15	0
LAA/BIN-005	Land north of Fullers Road, Rowledge	15	13	17	3
LAA/HD-010	Land at Drift Road, Clanfield	15	7	22	14
LAA/HEA-005	Land adjacent to Hatch House Farm	15	8	21	13
LAA/WHI-019	Lion Court, Farnham Road	14	12	19	7
LAA/BIN-008	Land at Lynch Hill, Alton	14	6	26	19
LAA/WHI-020	Whitehill & Bordon	14	4	37	33
LAA/MED-011	Land rear of Junipers, Medstead	14	11	18	7
LAA/BIN-002	Old Kiln Farm	14	11	17	6
LAA/LIP-012	Land west of Headley Road, Liphook	14	14	14	0
LAA/AL-029	Land west of Old Odiham Road	13	10	16	6
LAA/BEN-017	Land west of Hole Lane	13	8	17	9
LAA/BEE-010	Land at Whitedown Lane	13	11	16	4
LAA/HD-015	Land at Coldhill Copse	13	13	13	0

CHAPTER 5: Living Locally

D0 Sites Accessibility Analysis

Table 5.2 – Living Locally Accessibility Score (D0 Sites) – Lowest Scores

Site Ref	Site Name	Average Score	Min Score	Max Score	Range
LAA/HEA-018	Land off Hollywater and Whitehill Road	12	3	31	28
LAA/AL-005	Land at Brick Kiln Lane and Basingstoke Road	12	10	16	6
LAA/HD-029	Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	12	11	13	3
LAA/LIP-038	Land north of Liphook	12	9	14	4
LAA/BEE-011	Land at Wyards Farm	11	10	12	2
LAA/FM-013	Land south of Winchester Road	11	11	11	0
LAA/FM-016	Land at 131 Winchester Road	11	10	12	2
LAA/CL-002	Clanfield County Farms	11	11	11	0
LAA/FM-041	Land at Blackberry Lane & Alton Lane	11	7	19	12
LAA/HD-027	The Dairy, Roads Hill	11	11	11	0
LAA/HD-002	Parsonage Farm	11	11	11	0
LAA/LIP-037	Lowsley House, 131 to 133 Headley Road	11	9	14	5
LAA/LIP-011	Land at Haslemere Road, Liphook	11	11	11	0
LAA/FM-022	Fordlands	10	9	11	2
LAA/HD-001	Land rear of 191-211 Lovedean Lane	10	7	13	6
LAA/LIP-005	Land north of Haslemere Road	10	9	11	2
LAA/LIP-041	Land South East of Liphook	10	8	11	3
LAA/LIP-014	Land at Penally Farm	9	9	9	1
LAA/LIP-017	Chiltley Farm, Liphook	9	8	10	2
LAA/MED-026	Land West of Lymington Bottom Road	9	5	12	7
LAA/MED-022	Land west of Lymington Barn	8	5	12	7
LAA/FM-015	Land rear of 97-103 Blackberry Lane	8	6	10	4
LAA/BIN-011	Land at Neatham Manor Farm	8	4	18	14
LAA/MED-021	Land north of Cedar Stables, Medstead	8	5	11	6
LAA/WHI-021	Gibbs lane	8	7	8	1
LAA/FM-030	Winchester Road	7	3	11	8
LAA/FM-005	Land west of Telegraph Lane and south of Alton Lane, Four Marks	7	7	7	0
LAA/CHA-007	Chawton Park	7	2	12	9
LAA/BTW-001	Top Field land adjacent to Glebe Fields	7	6	7	1
LAA/BTW-002	Land at the corner of Church Street and Ashley Road	6	6	6	0
LAA/HEA-011	Land at Middle Common, Headley Down	6	5	7	1
LAA/ROP-010	Land at Five Acres, Ropley	5	3	6	3

CHAPTER 5: Living Locally

DO Sites Accessibility Analysis

5.2 Opportunities to Improve Living Locally Accessibility

5.2.1 Further analysis has been undertaken to understand which daily facilities are not within 10 min walk or cycle of each site. **Table 5.2** shows daily facilities that are available with a 'tick' and a 'cross' where they are not available within 10 min walk or cycle. The sites are ranked from highest Living Locally accessibility score to the lowest, based upon the average score where the sites straddle more than one hexagon (as scored in the previous work).

5.2.2 **Table 5.2** shows all sites have one or more daily facilities for all social functions. Most sites have access to some level of jobs within 10min walk or cycle ride. Note: Site accessing less than 25% of the highest level of jobs at any hexagon analysed.

5.2.3 This analysis shows that two sites do not have access to supermarkets or convenience stores:

- Top Field land adjacent to Glebe Fields
- Land at the corner of Church Street and Ashley Road

5.2.4 Nine sites do not have access to Clinics, Chemists or pharmacies:

- Land at Deerleap (south)

- Land at Deerleap (north)
- Land at Beech Hill Road
- Land north of Fullers Road, Rowledge
- Old Kiln Farm
- Top Field land adjacent to Glebe Fields
- Land at the corner of Church Street and Ashley Road
- Land at Middle Common, Headley Down
- Land at Five Acres, Ropley

5.2.5 The following thirteen sites do not have access to hospitals, dental surgeries or opticians:

- Land at Deerleap (south)
- Land at Deerleap (north)
- Land north of Fullers Road, Rowledge
- Old Kiln Farm
- Top Field land adjacent to Glebe Fields
- Land at the corner of Church Street and Ashley Road
- Land at Middle Common, Headley Down
- Land at Five Acres, Ropley

- Land west of Rectory Lane, Bentley
- Land at Glebe House, School lane, Bentley
- Land west of Station Road, Bentley
- Land west of Hole Lane
- Land north of Cedar Stables, Medstead

5.2.6 All sites have access to primary education, but access to further education within a 10min walk or cycle is limited to six of the 64 sites.

5.2.7 Analysis of facilities within a 10min walk (not including 10min cycle) are provided within **Appendix E**.

5.2.8 This analysis shows that living locally accessibility could be improved further at some sites with the introduction of key daily facilities within the local area (subject to viability).

5.2.9 **Table 5.3** includes the sites which straddle a number of hexagons (as scored in the previous work), and the scores of the hexagons range by over 10. This table shows lowest scoring hexagons that these sites straddle and highlights the daily facilities which are lacking in the respective part of the site. The results therefore represent accessibility in the most remote parts of the site. The potential accessibility of new development will also depend on the layout of new buildings and streets within the site and their connections to adjoining streets, cycling and/or pedestrian infrastructure.

Table 5.2 – Summary of Average Hexagon within Each Site – Checklist of Daily facilities Within 10 min Walk and Cycle of any Part of the Site [i.e. All Hexagons that the Site Straddles]

Site Name	Site_ref	Average	Living	Parks and Green Spaces	Public Transport	Other	Working	Supplying	Supermarkets and convenience stores	Other	Caring	Clinics, Chemists and pharmacists	Hospitals, dental surgeries and optometrists	Sports	Learning	0397 Nursery schools and pre- and after-school care	0375 First, primary and infant schools	0376 Further education establishments	0377 Independent and preparatory schools	0379 Broad age range and secondary state schools	0380 Special schools and colleges	0381 Higher education establishments	Enjoying	Indoor meeting places	Other	
Forest Centre, Bordon	LAA/WHI-024	34	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	0	✓	0	0	✓	✓	✓
Chalk Hill Road, Horndean	LAA/HD-008	24	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	0	0	✓	✓	✓
Travis Perkins, Alton	LAA/CHA-008	24	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	0	0	0	✓	✓	✓
Land south of Little Leigh Farm	LAA/RC-004	21	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
32 Telegraph Lane, Four Marks	LAA/FM-008	19	✓	✓	✓	✓	0	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	0	✓	✓	✓
White Dirt Farm, Horndean	LAA/HD-009	19	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
Land at Deerleap (south)	LAA/RC-007	18	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
Land at Alton Sewage Treatment Works	LAA/AL-058	18	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	✓	✓	✓	✓	✓	✓
Land at Cottage Farm	LAA/HD-021	17	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	0	✓	✓	✓
Wilson Road, Alton	LAA/WOR-004	17	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	✓	0	✓	✓	✓	✓
Land at Deerleap (north)	LAA/RC-006	17	✓	✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	✓	✓	✓		0	✓	0	✓	0	✓	✓	✓
Land at Oaklands House	LAA/RC-001	17	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
Land south of Five Heads Road	LAA/HD-004	17	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	0	0	✓	✓	✓
Land west of Rectory Lane, Bentley	LAA/BEN-005	16	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	✓		0	0	0	0	0	✓	✓	✓
Land west of Manor Lodge Road	LAA/RC-013	16	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
Land at Glebe House, School lane, Bentley	LAA/BEN-018	15	✓	✓	✓	0	0	✓	✓	✓	✓	✓	0	✓	✓	0	✓		0	0	0	0	0	✓	✓	✓
Land at Beech Hill Road	LAA/HEA-013	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	✓	✓		0	0	✓	0	0	✓	✓	✓
Woodcroft Farm	LAA/HD-024	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	0	✓	0	0	✓	✓	✓
Land west of Station Road, Bentley	LAA/BEN-011	15	✓	✓	✓	✓	0	✓	✓	✓	✓	✓	0	✓	✓	0	✓		0	0	0	0	0	✓	✓	✓
Land north of Fullers Road, Rowledge	LAA/BIN-005	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	✓	✓		✓	✓	✓	0	0	✓	✓	✓
Land at Drift Road, Clanfield	LAA/HD-010	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	0	0	0	✓	✓	✓
Land adjacent to Hatch House Farm	LAA/HEA-005	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	0	✓	0	0	✓	✓	✓
Lion Court, Farnham Road	LAA/WHI-019	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	✓	0	0	✓	✓	✓
Land at Lynch Hill, Alton	LAA/BIN-008	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Whitehill & Bordon	LAA/WHI-020	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	✓	0	0	✓	✓	✓
Land rear of Junipers, Medstead	LAA/MED-011	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	0	0	0	0	✓	✓	✓
Old Kiln Farm	LAA/BIN-002	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	✓	✓		✓	✓	0	0	0	✓	✓	✓
Land west of Headley Road, Liphook	LAA/LIP-012	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
Land west of Old Odiham Road	LAA/AL-029	13	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Land west of Hole Lane	LAA/BEN-017	13	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	✓		0	0	0	0	0	✓	✓	✓
Land at Whitewall Lane	LAA/BEE-010	13	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		0	✓	0	0	0	✓	✓	✓
Land at Coldhill Copse	LAA/HD-015	13	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	0	0	✓	✓	✓

Table 5.2 (Cont.) – Summary of Average Hexagon within Each Site – Checklist of Daily facilities Within 10 min Walk and Cycle of any Part of the Site (i.e. All Hexagons that the Site Straddles)

Site Name	Site_ref	Average	Living	Parks and Green Spaces	Public Transport	Other	Working	Supplying	Supermarkets and convenience stores	Other	Caring	Clinics, Chemists and pharmacists	Hospitals, dental surgeries and optometrists	Sports	Learning	0397 Nursery schools and pre- and after-school care	0375 First, primary and infant schools	0376 Further education establishments	0377 Independent and preparatory schools	0379 Broad age range and secondary state schools	0380 Special schools and colleges	0381 Higher education establishments	Enjoying	Indoor meeting places	Other
Land off Hollywater and Whitehill Road	LAA/HEA-018	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	0	✓	✓	✓
Land at Brick Kiln Lane and Basingstoke Road	LAA/AL-005	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	✓	✓	✓
Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	LAA/HD-029	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	0	✓	✓	✓
Land north of Liphook	LAA/LIP-038	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	0	0	✓	✓	✓
Land at Wyards Farm	LAA/BEE-011	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	0	0	✓	✓	✓
Land south of Winchester Road	LAA/FM-013	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land at 131 Winchester Road	LAA/FM-016	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Clanfield County Farms	LAA/CL-002	11	✓	✓	✓	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	0	0	0	✓	✓	✓
Land at Blackberry Lane & Alton Lane	LAA/FM-041	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
The Dairy, Roads Hill	LAA/HD-027	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Parsonage Farm	LAA/HD-002	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Lowsley House, 131 to 133 Headley Road	LAA/LIP-037	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Land at Haslemere Road, Liphook	LAA/LIP-011	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Fordlands	LAA/FM-022	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land rear of 191-211 Lovedean Lane	LAA/HD-001	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	0	✓	✓	✓
Land north of Haslemere Road	LAA/LIP-005	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Land South East of Liphook	LAA/LIP-041	10	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Land at Penally Farm	LAA/LIP-014	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Chiltley Farm, Liphook	LAA/LIP-017	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	0	0	✓	✓	✓
Land West of Lymington Bottom Road	LAA/MED-026	9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	0	0	0	✓	✓	✓
Land west of Lymington Barn	LAA/MED-022	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land rear of 97-103 Blackberry Lane	LAA/FM-015	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land at Neatham Manor Farm	LAA/BIN-011	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	✓	✓	✓	✓
Land north of Cedar Stables, Medstead	LAA/MED-021	8	✓	✓	✓	0	✓	✓	✓	✓	✓	✓	0	✓	✓	✓	✓	0	0	0	0	0	✓	✓	✓
Gibbs lane	LAA/WHI-021	8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	0	0	✓	✓	✓
Winchester Road	LAA/FM-030	7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land west of Telegraph Lane and south of Alton Lane, Four Marks	LAA/FM-005	7	✓	✓	✓	0	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Chawton Park	LAA/CHA-007	7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	0	0	0	✓	✓	✓
Top Field land adjacent to Glebe Fields	LAA/BTW-001	7	✓	✓	✓	✓	0	✓	0	✓	✓	0	0	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land at the corner of Church Street and Ashley Road	LAA/BTW-002	6	✓	✓	✓	✓	0	✓	0	✓	✓	0	0	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land at Middle Common, Headley Down	LAA/HEA-011	6	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	✓	✓	0	✓	0	0	0	0	0	✓	✓	✓
Land at Five Acres, Ropley	LAA/ROP-010	5	✓	✓	✓	✓	0	✓	✓	✓	✓	0	0	✓	✓	✓	✓	0	0	0	0	0	✓	0	✓

CHAPTER 5: Living Locally

DO Sites Accessibility Analysis

Table 5.3 – Sites With Wide Ranging Living Locally Accessibility Score - Summary of Lowest Scoring Hexagon within Each Site (10 min Walk and Cycle)

SITE NAME	SITE REFERENCE	MINIMUM HEXAGON SCORE	LIVING	PARKS AND GREEN SPACES	PUBLIC TRANSPORT	OTHER	WORKING	SUPPLYING	SUPERMARKETS AND CONVENIENCE STORES	OTHER	CARING	CLINICS, CHEMISTS AND PHARMACISTS	HOSPITALS, DENTAL SURGERIES AND OPTOMETRISTS	SPORTS	LEARNING	0397 NURSERY SCHOOLS AND PRE- AND AFTER- SCHOOL CARE	0375 FIRST, PRIMARY AND INFANT SCHOOLS	0376 FURTHER EDUCATION ESTABLISHMENTS	0377 INDEPENDENT AND PREPARATORY SCHOOLS	0379 BROAD AGE RANGE AND SECONDARY STATE SCHOOLS	0380 SPECIAL SCHOOLS AND COLLEGES	0381 HIGHER EDUCATION ESTABLISHMENTS	ENJOYING	INDOOR MEETING PLACES	OTHER
Land south of Five Heads Road	LAA/HD-004	11	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✗	✗	✓	✓	✓
Land adjacent to Hatch House Farm	LAA/HEA-005	8	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✗	✗	✗	✓	✗	✓	✓	✓
Land at Drift Road, Clanfield	LAA/HD-010	7	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land at Cottage Farm	LAA/HD-021	7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✗	✓	✓	✓
Woodcroft Farm	LAA/HD-024	7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✗	✓	✓	✓
Land at Blackberry Lane & Alton Lane	LAA/FM-041	7	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land at Lynch Hill, Alton	LAA/BIN-008	6	✓	✓	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
Land at Neatham Manor Farm	LAA/BIN-011	4	✓	✓	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Whitehill & Bordon*	LAA/WHI-020	4	✓	✓	✓	✗	✗	✓	✗	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
Land off Hollywater and Whitehill Road	LAA/HEA-018	3	✓	✓	✓	✓	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
Total missing key facilities			0	0	0	3	5	0	3	0	3	5	4	3	4	5	4	10	9	7	7	10	1	4	1

*Note: the accessibility analysis only considers proximity to services and facilities that are extant, not those that are planned but that have not yet been delivered. For this reason, the accessibility analysis of WHI-020, which is the site of the former Bordon Garrison and associated land, does not recognise the planned new town centre and its associated retail, commercial and community facilities. Nevertheless, it is recognised that these services and facilities are due to be provided.

CHAPTER 5: Living Locally

DO Sites Accessibility Analysis

5.3 Opportunities and Constraints for Connecting to Pedestrian, Cycle and Public Transport

5.3.1 Planned investment in pedestrian, cycle and public transport infrastructure is identified in the Bus Service Improvement Plan (BSIP) and Local Walking and Cycling Infrastructure Plans (LCWIP).

5.3.2 BSIP includes plans to provide faster, more reliable journeys, improved customer experience and improved waiting facilities.

5.3.3 This living locally accessibility study has been scored on the basis of 10 min walk and cycle accessibility, including access to a regular bus service and/or railway station. The BSIP improvements, will make travelling by bus more attractive, but they will not affect the walk/cycle time to the bus stop or therefore, the living locally accessibility score.

5.3.4 The LCWIPs prepared for the following areas have been reviewed:

- EHDC's LCWIP project
- Waverley LCWIP
- Chichester LCWIP

5.3.5 These LCWIP proposals identifies walking and cycling routes for future improvement. There is one new route called Bentley to Kingsley, which would improve the accessibility to Bentley Railway Station (but >10min cycle route),

otherwise the identified schemes will improve the quality of routes that are already considered in the living locally accessibility scoring.

5.3.6 The LCWIP proposals would improve the attractiveness of walking and cycling, but they are unlikely to affect the 10 min walking and cycling times applied in this methodology.

5.3.7 This analysis concludes that in many instances, improvements to the living locally accessibility score would require the delivery of new daily facilities.

QUESTION 4. WHAT ARE THE OPPORTUNITIES AND CONSTRAINTS FOR CONNECTING TO PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT INFRASTRUCTURE FOR EACH OF THE POTENTIAL DEVELOPMENT SITES IDENTIFIED WITHIN THE COUNCIL'S REASONABLE ALTERNATIVES FOR ITS LOCAL PLAN SPATIAL STRATEGY?

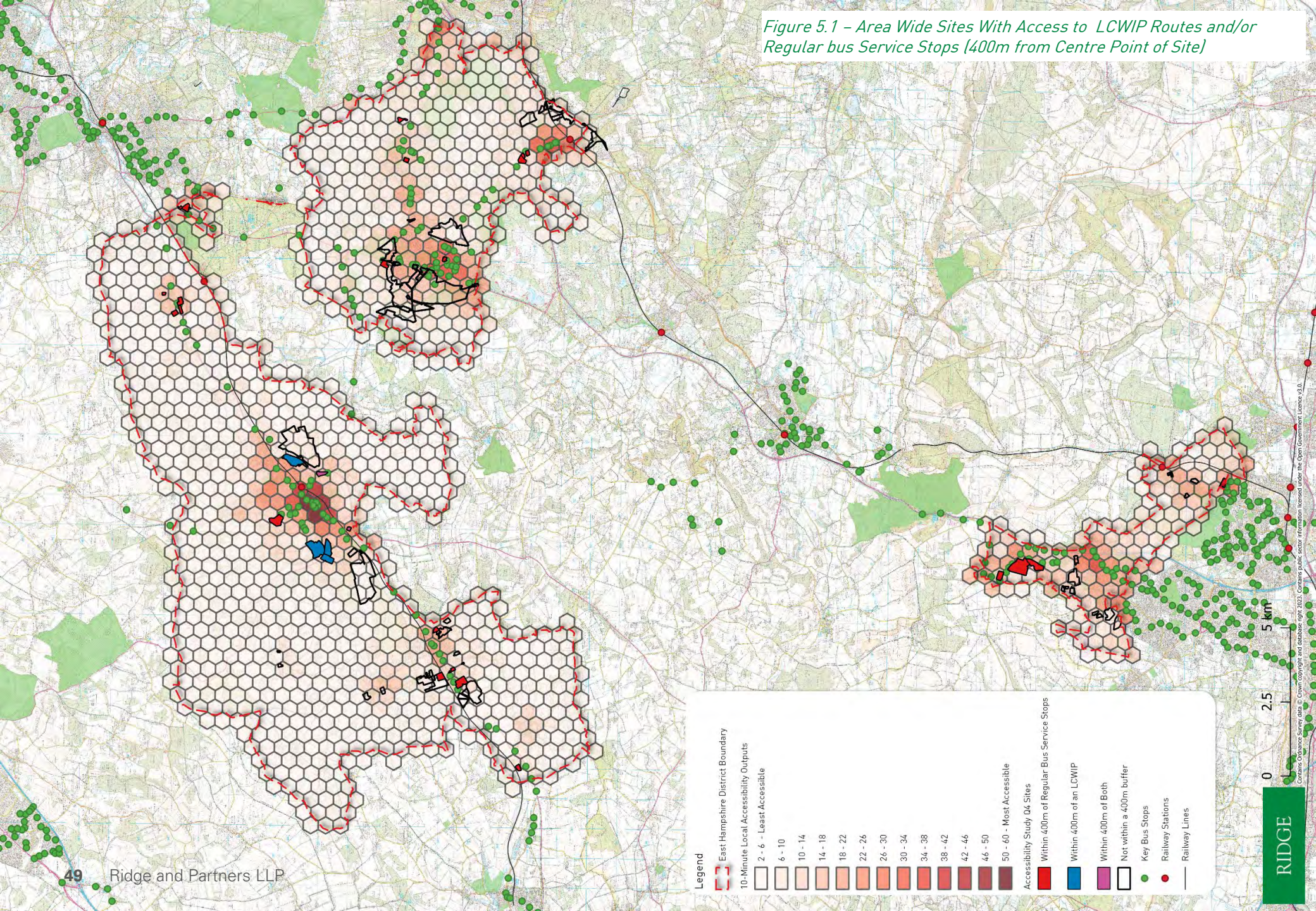
5.3.8 A quality audit and/or demand assessment, rather than an accessibility study, would ordinarily consider the effects of improved quality of active travel and public transport infrastructure. However, in order to consider EHDC's question related to opportunities and constraints for connecting to pedestrian, cycle and public transport infrastructure, the locality of the 65 DO sites have been reviewed with respect to the regular bus services and LCWIP routes.

5.3.9 **Figures 5.1 to 5.4** have been prepared to identify the sites which would benefit from either LCWIP investment and/or bus service improvements. The sites are highlighted in red if the centre of the site is within 400m of the regular bus service stops, blue if within 400m of LCWIP routes and purple if within 400m of both. The sites which are not within 400m access to the LCWIP routes or regular bus service stops are outlined black.

5.3.10 **Table 5.4** summarises the sites which are within 400m of a regular Bus Service Bus Stop or an LCWIP Scheme.

5.3.11 These sites should ensure high quality local connections are delivered to the nearby LCWIP schemes and/or regular bus services

Figure 5.1 – Area Wide Sites With Access to LCWIP Routes and/or Regular bus Service Stops (400m from Centre Point of Site)



Legend

East Hampshire District Boundary

10-Minute Local Accessibility Outputs

2 - 6 - Least Accessible

6 - 10

10 - 14

14 - 18

18 - 22

22 - 26

26 - 30

30 - 34

34 - 38

38 - 42

42 - 46

46 - 50

50 - 60 - Most Accessible

Accessibility Study D4 Sites

Within 400m of Regular Bus Service Stops

Within 400m of an LCWIP

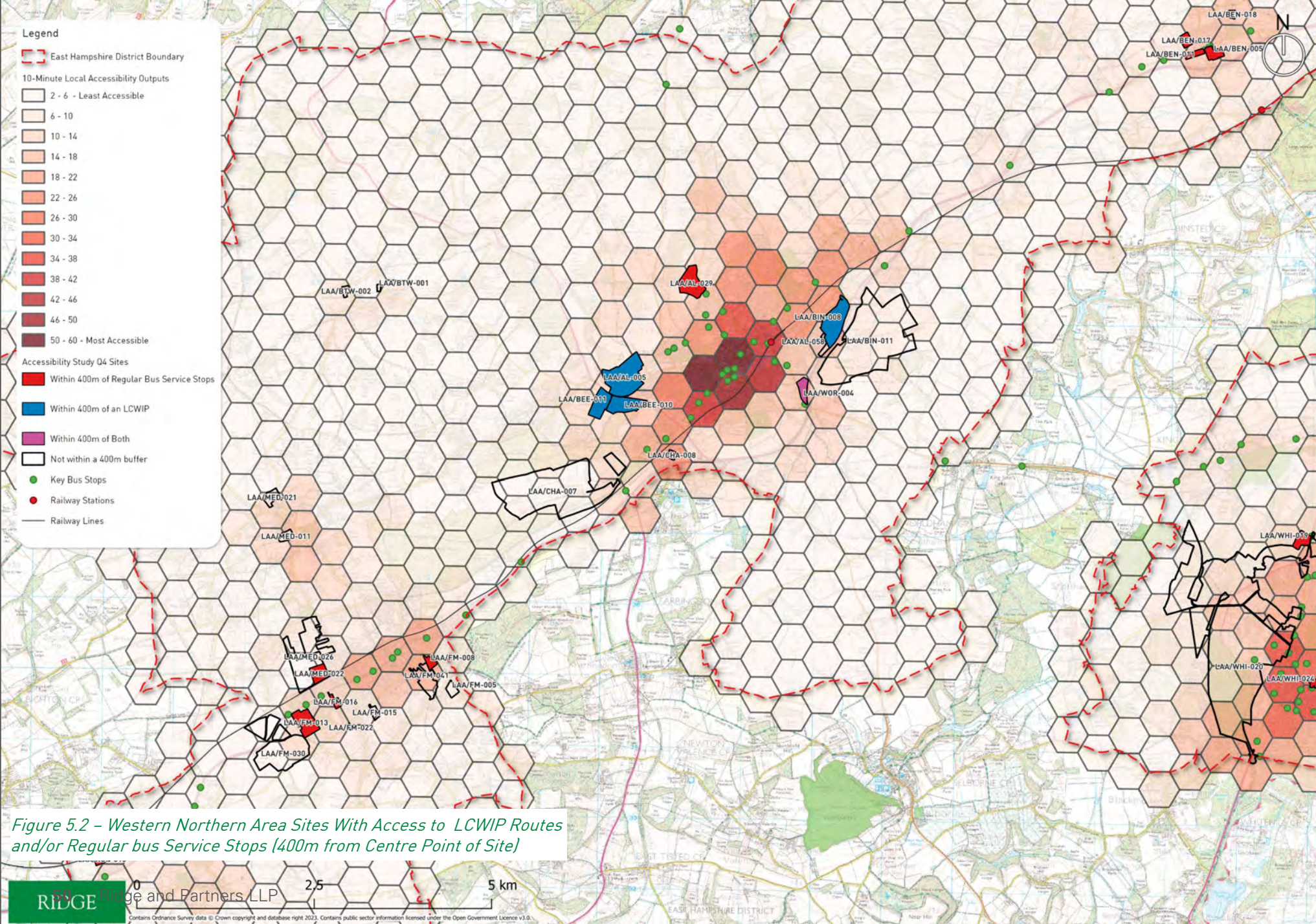
Within 400m of Both

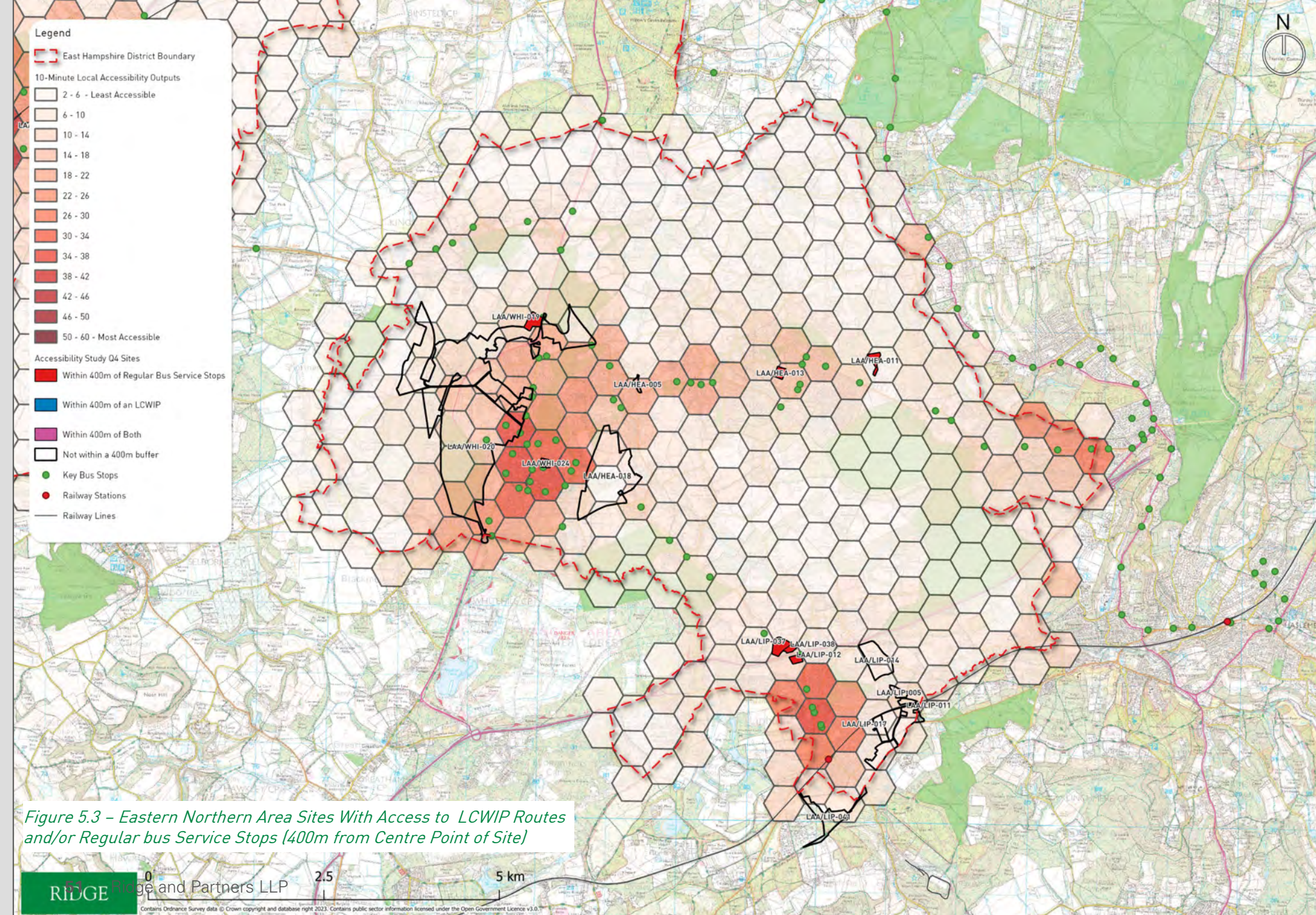
Not within a 400m buffer

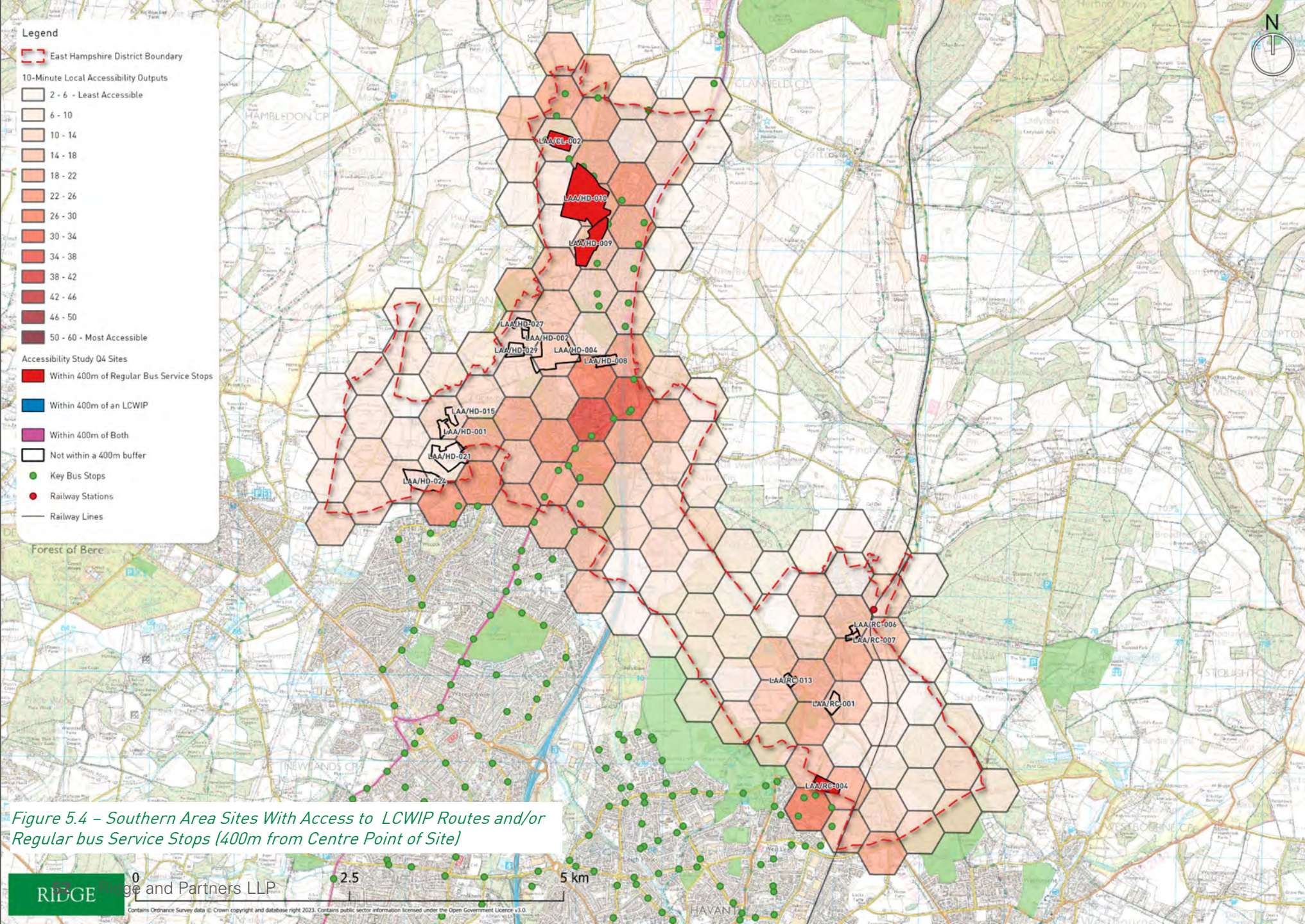
Key Bus Stops

Railway Stations

Railway Lines







CHAPTER 5: Living Locally

DO Sites Accessibility Analysis

Table 5.4 – Sites within 400m of a Regular Bus Service Bus Stop or an LCWIP Scheme

Site Reference	Site Name	Average Score
LAA/WHI-024	Forest Centre, Bordon	34
LAA/CHA-008	Travis perkins, Winchester Road, Alton	24
LAA/RC-004	Land south of Little Leigh Farm, Prospect Lane, Havant	21
LAA/FM-008	32 Telegraph Lane, Four Marks	19
LAA/HD-009	White Dirt Farm, Horndean	19
LAA/WOR-004	Wilsom Road, Alton	17
LAA/BEN-005	Land west of Rectory Lane, Bentley	16
LAA/BEN-018	Land at Glebe House, School lane, Bentley, GU10 5JP	15
LAA/HEA-013	Land at Beech Hill Road, Headley, Bordon	15
LAA/BEN-011	Land west of Station Road, Bentley	15
LAA/BIN-005	Land north of Fullers Road, Holt Pound, Rowledge	15
LAA/HD-010	Clanfield, Waterloooville	15
LAA/WHI-019	Bordon, GU35 0NF	14
LAA/BIN-002	Old Kiln Farm, Farnham Road, Holt Pound	14
LAA/LIP-012	Land west of Headley Road, Liphook	14
LAA/AL-029	Land west of Old Odiham Road, Alton	13
LAA/BEN-017	Land west of Hole Lane, Bentley	13
LAA/LIP-038	Land north of Liphook	12
LAA/FM-013	Land south of Winchester Road, Four Marks	11
LAA/FM-016	Land at 131 Winchester Road, Four Marks	11
LAA/CL-002	Clanfield County Farms, Clanfield	11
LAA/LIP-037	Lowsley House, 131 to 133 Headley Road, Liphook, GU30 7PU	11
LAA/MED-022	Land west of Lymington Barn, Lymington Bottom Road	8
LAA/HEA-011	Land at Middle Common, Grayshott Road, Headley Down	6
LAA/ROP-010	Land at Five Acres, Ropley	5

Table 5.5 – Sites not within 400m of a Regular Bus Service Bus Stop or an LCWIP Scheme

Site Reference	Site Name	Average Score
LAA/HD-008	Chalk Hill Road, Horndean	24
LAA/RC-007	Land at Deerleap (south)	18
LAA/AL-058	Land at Alton Sewage Treatment Works	18
LAA/HD-021	Land at Cottage Farm	17
LAA/RC-006	Land at Deerleap (north)	17
LAA/RC-001	Land at Oaklands House	17
LAA/HD-004	Land south of Five Heads Road	17
LAA/RC-013	Land west of Manor Lodge Road	16
LAA/HD-024	Woodcroft Farm	15
LAA/HEA-005	Land adjacent to Hatch House Farm	15
LAA/WHI-020	Whitehill & Bordon	14
LAA/MED-011	Land rear of Junipers, Medstead	14
LAA/HD-015	Land at Coldhill Copse	13
LAA/HEA-018	Land off Hollywater and Whitehill Road	12
LAA/HD-029	Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	12
LAA/FM-041	Land at Blackberry Lane & Alton Lane	11
LAA/HD-002	Parsonage Farm	11
LAA/HD-027	The Dairy, Roads Hill	11
LAA/LIP-011	Land at Haslemere Road, Liphook	11
LAA/FM-022	Fordlands	10
LAA/HD-001	Land rear of 191-211 Lovedean Lane	10
LAA/LIP-005	Land north of Haslemere Road	10
LAA/LIP-041	Land South East of Liphook	10
LAA/LIP-014	Land at Penally Farm	9
LAA/LIP-017	Chiltley Farm, Liphook	9
LAA/MED-026	Land West of Lymington Bottom Road	9
LAA/FM-015	Land rear of 97-103 Blackberry Lane	8
LAA/BIN-011	Land at Neatham Manor Farm	8
LAA/MED-021	Land north of Cedar Stables, Medstead	8
LAA/FM-030	Winchester Road	7
LAA/FM-005	Land west of Telegraph Lane and south of Alton Lane, Four Marks	7
LAA/CHA-007	Chawton Park	7
LAA/BTW-001	"Top Field" land adjacent to Glebe Fields	7
LAA/BTW-002	Land at the corner of Church Street and Ashley Road	6

5.3.12 **Table 5.5** summarises the remaining 34 sites, which are not within 400m of an LCWIP scheme or regular bus service.

5.3.13 These development sites should seek to deliver the high-quality connections to the LCWIP schemes and/or regular bus services.

5.3.14 A high level review of the sites which are not within 400m of an LCWIP scheme or regular bus service has been undertaken to consider the opportunities and constraints for connecting to pedestrian, cycle and public transport infrastructure for these 34 sites. Note: This has been informed by the accessibility analysis and without any site development details regarding access and any potential improvements.

5.3.15 **Table 5.6** highlights high level opportunities and constraints for connecting to walking, cycling and public transport infrastructure.

CHAPTER 5: Living Locally

DO Sites Accessibility Analysis

Table 5.6 – High Level Opportunities and Constraints (Interpreted from the Accessibility Analysis)

Site Reference	Average Score	Site Name	Comment
LAA/HD-008	24	Chalk Hill Road, Horndean	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/RC-007	18	Land at Deerleap (south)	Opportunities: Close to railway station.
LAA/AL-058	18	Land at Alton Sewage Treatment Works	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/HD-021	17	Land at Cottage Farm	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/RC-006	17	Land at Deerleap (north)	Opportunities: Close to railway station.
LAA/RC-001	17	Land at Oaklands House	Opportunities: This site would benefit from a regular bus service.
LAA/HD-004	17	Land south of Five Heads Road	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/RC-013	16	Land west of Manor Lodge Road	Opportunities: This site would benefit from a regular bus service.
LAA/HD-024	15	Woodcroft Farm	Opportunities: This site would benefit from good active travel links. Constraints: Regular bus services some distance from parts of the site.
LAA/HEA-005	15	Land adjacent to Hatch House Farm	Opportunities: This site would benefit from high-quality walk and cycle links to improve access to facilities and bus services routing closer to the site.
LAA/WHI-020	14	Whitehill & Bordon	Opportunities: This site would benefit from high-quality walk and cycle links to improve access to facilities and new bus services into the site.
LAA/MED-011	14	Land rear of Junipers, Medstead	Constraints: This site is remote from regular bus services
LAA/HD-015	13	Land at Coldhill Copse	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/HEA-018	12	Land off Hollywater and Whitehill Road	Opportunities: This site would benefit from high-quality walk and cycle links and new bus service. Constraints: remote from regular bus services and active travel connections.
LAA/HD-029	12	Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/FM-041	11	Land at Blackberry Lane & Alton Lane	Opportunities: This site would benefit from high-quality walk and cycle links to improve access to facilities and bus services. Constraints: bus services are some distance from the site.
LAA/HD-002	11	Parsonage Farm	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/HD-027	11	The Dairy, Roads Hill	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.

CHAPTER 5: Living Locally

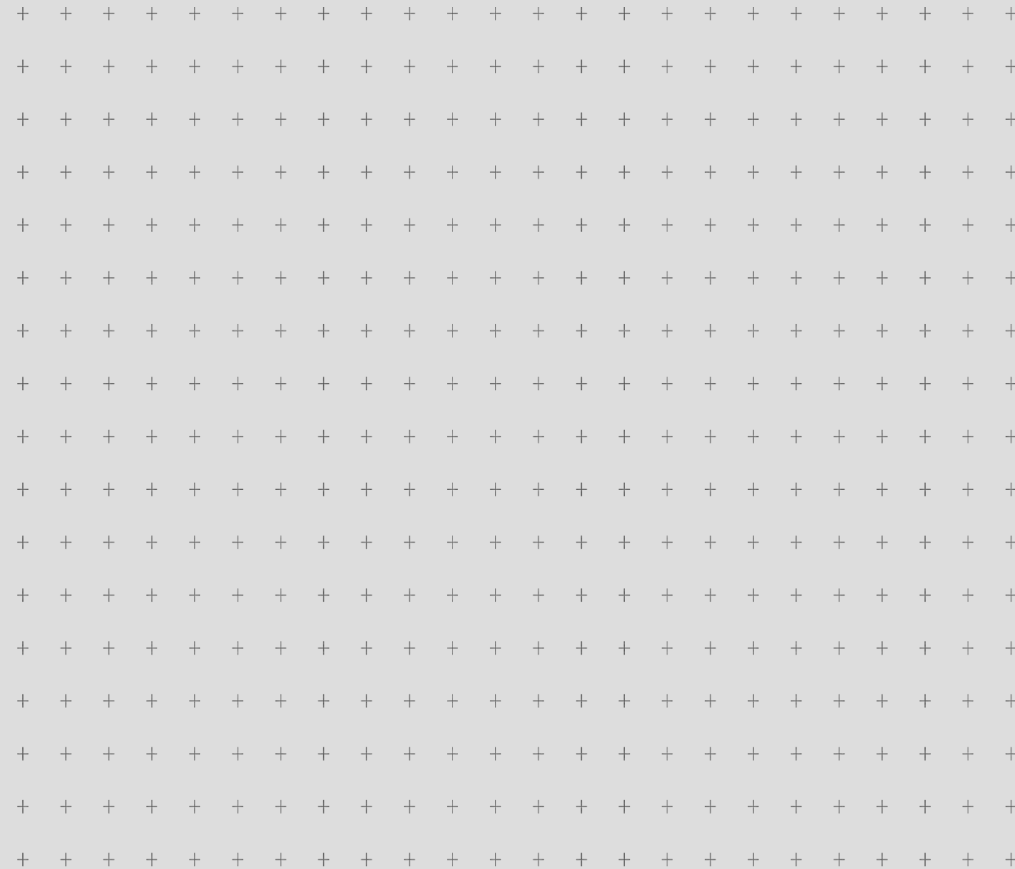
DO Sites Accessibility Analysis

Table 5.6 continued– High Level Opportunities and Constraints (Interpreted from the Accessibility Analysis)

Site Reference	Average Score	Site Name	Comment
LAA/LIP-011	11	Land at Haslemere Road, Liphook	Opportunities: This site would benefit from active travel connections and higher frequency bus services. Constraints: This site is remote from regular bus services and high-quality active travel connections.
LAA/FM-022	10	Fordlands	Opportunities: This site would benefit from high-quality walk and cycle links to improve access to facilities and bus services.
LAA/HD-001	10	Land rear of 191-211 Lovedean Lane	Opportunities: This site would benefit from good active travel links. Constraints: Remote from regular bus services.
LAA/LIP-005	10	Land north of Haslemere Road	Opportunities: This site would benefit from active travel connections and higher frequency bus services. Constraints: This site is remote from regular bus services and high-quality active travel connections.
LAA/LIP-041	10	Land South East of Liphook	Constraints: This site is remote from regular bus services and high-quality active travel connections.
LAA/LIP-014	9	Land at Penally Farm	Constraints: This site is remote from regular bus services and high-quality active travel connections.
LAA/LIP-017	9	Chiltley Farm, Liphook	Opportunities: This site would benefit from active travel connections to facilities and railway station. Constraints: This site is remote from regular bus services and high-quality active travel connections. Railway line is a barrier to movement.
LAA/MED-026	9	Land West of Lymington Bottom Road	Constraints: This site is remote from regular bus services and high-quality active travel connections. Railway line is a barrier to movement.
LAA/FM-015	8	Land rear of 97-103 Blackberry Lane	Opportunities: This site would benefit from high-quality walk and cycle links. Constraints: some distance to regular bus service.
LAA/BIN-011	8	Land at Neatham Manor Farm	Opportunities: This site would benefit from high-quality walk and cycle links and new bus service. Constraints: The A31 provides a constraint to accessibility
LAA/MED-021	8	Land north of Cedar Stables, Medstead	Constraints: This site is remote in location and regular bus services do not operate nearby.
LAA/FM-030	7	Winchester Road	Opportunities: This site would benefit from high-quality walk and cycle links and new bus stops/service
LAA/FM-005	7	Land west of Telegraph Lane and south of Alton Lane, Four Marks	Opportunities: This site would benefit from high-quality walk and cycle links to improve access to facilities and bus services. Constraints: bus services are some distance from the site.
LAA/CHA-007	7	Chawton Park	Opportunities: This site would benefit from high-quality cycle links and one bus services or diversion of bus services into the site. Constraints: Relatively remote location.
LAA/BTW-001	7	"Top Field" land adjacent to Glebe Fields	Constraints: This site is in a remote location and regular bus services do not operate nearby.
LAA/BTW-002	6	Land at the corner of Church Street and Ashley Road	Constraints: This site is in a remote location and regular bus services do not operate nearby.

Chapter 6

Summary



CHAPTER 6: Summary

Question 1: Living Locally

QUESTION 1 - HOW SHOULD THE CONCEPT OF 20-MINUTE NEIGHBOURHOODS BE APPLIED TO EAST HAMPSHIRE SETTLEMENTS, IF AT ALL?

6.1.1 This study has concluded that:

- The 20-minute neighbourhoods principle should be applied to East Hampshire to help maximise the potential for Living Locally as this meets EHDC's Corporate Strategy and aspirations.
- 10 mins is generally the threshold time-period that people are willing to walk to access key destinations.
- There is evidence that people walk less in rural areas, rather than having willingness to walk further.

6.1.2 The 20-minute neighbourhood principles should be applied when planning development to maximise opportunities for people to reach, as many daily facilities, as possible within 10mins (a 20 min round trip).

6.1.3 The following methodology for the accessibility study has been identified:

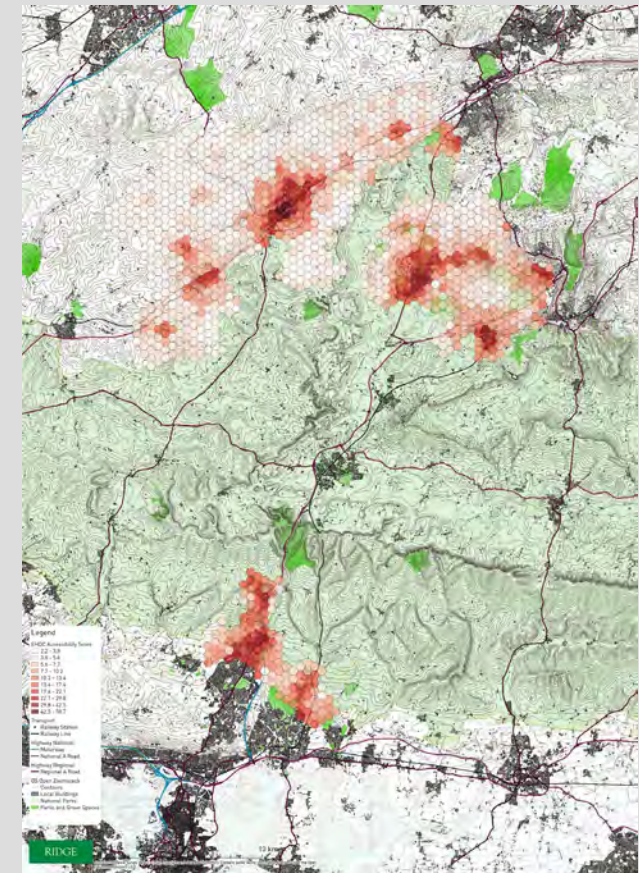
- Daily facilities agreed with EHDC and HCC have been considered in the study. These have been split into the six social functions: 'living', 'working', 'supplying', 'caring', 'learning' and 'enjoying'.

- A 'honeycomb' grid has been laid across EHDC's planning area to create a fine grid of small hexagons.
- Each hexagon is given an accessibility score based on its accessibility from its central point within a 10 min walk and cycle, as follows:
 1. Counting: each type of daily facility is counted within 10 min walking and cycling isochrones.
 2. Scoring:
 - 'Living', 'supplying', 'caring', 'learning' and 'enjoying' functions - a score of 100 is given if three or more of that type of facility are available, 66 if there are two, 33 if there is one.
 - 'Working' social function: score is given proportionally to the maximum number of jobs accessible to any hexagon.
 3. Weighting of facilities within each social function has been agreed with EHDC and HCC (see Section 3.3 for details). Social functions have been weighted evenly (i.e. all social functions carry 16.7% of the weight).
 4. The following walking and cycling weightings have been applied in line with 'Method of Travel to Work' Census 2011 Data:
 - Walking: 85.12%

- Cycling: 14.88%

6.1.4 The results of the accessibility study are presented in the map below. This shows that living locally accessibility is generally higher at locations near town centres, particularly Alton, Bordon, Horndean and Clanfield.

Figure 6.1 – Accessibility Study Results



CHAPTER 6: Summary

Questions 2 & 3: 'Living Locally' Site Potential

QUESTION 2 - WHICH PARTS OF THE COUNCIL'S PLANNING AREA WHERE LAND IS PROMOTED FOR RESIDENTIAL DEVELOPMENT HAVE THE GREATEST POTENTIAL TO SUPPORT INCREASES IN THE USE OF SUSTAINABLE TRANSPORT MODES (PUBLIC TRANSPORT, WALKING AND CYCLING) OVER THE PLAN PERIOD?

6.2.1 The LAA sites with highest potential to support increases in the use of sustainable transport modes are listed in **Table 6.1** and those with the least potential in **Table 6.2**.

Table 6.1 – Highest Scoring LAA Sites

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/AL-039	Alton	59	59	0	59
LAA/AL-042	Alton	59	59	0	59
LAA/AL-051	Alton	53	59	5	56
LAA/AL-050	Alton	49	53	4	51
LAA/AL-040	Alton	40	40	0	40
LAA/AL-003	Alton	40	40	0	40
LAA/AL-046	Alton	39	39	0	39
LAA/LIP-018	Liphook	38	38	0	38
LAA/LIP-022	Liphook	38	38	0	38
LAA/WHI-014	Whitehill	37	37	0	37
LAA/WHI-016	Whitehill	37	37	0	37
LAA/WHI-025	Whitehill	37	37	0	37
LAA/HD-033	Horndean	35	35	0	35
LAA/WHI-026	Whitehill	34	34	0	34
LAA/WHI-028	Whitehill	34	34	0	34
LAA/WHI-024	Whitehill	34	34	1	34
LAA/AL-013	Alton	17	43	25	30
LAA/AL-048	Alton	17	43	26	30
LAA/WHI-009	Whitehill	20	37	17	28
LAA/AL-031	Alton	28	28	0	28
LAA/AL-017	Alton	28	28	0	28
LAA/LIP-043	Liphook	27	27	0	27
LAA/WHI-017	Whitehill	17	37	19	27
LAA/AL-023	Alton	13	39	26	26
LAA/HD-016	Horndean	20	32	13	26
LAA/LIP-044	Liphook	13	38	25	25
LAA/WHI-032	Whitehill	25	25	0	25

QUESTION 3. WHICH PARTS OF THE COUNCIL'S PLANNING AREA WHERE LAND IS PROMOTED FOR RESIDENTIAL DEVELOPMENT HAVE THE LEAST POTENTIAL TO SUPPORT INCREASES IN THE USE OF SUSTAINABLE TRANSPORT MODES OVER THE PLAN PERIOD?

Table 6.2 – Lowest Scoring LAA Sites

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/BEE-008	Beech	3	4	1	3
LAA/FM-035	Four Marks	3	3	0	3
LAA/BEE-005	Beech	3	4	1	3
LAA/ROP-018	Ropley	3	6	3	4
LAA/LAS-001	Lasham	4	5	1	4
LAA/BTW-006	Bentworth	4	5	1	4
LAA/ROP-026	Ropley	4	4	0	4
LAA/BEE-007	Beech	3	6	3	4
LAA/ROP-010	Ropley	3	6	3	5
LAA/FM-018	Four Marks	3	6	3	5
LAA/SEL-006	Selborne	4	5	1	5
LAA/ROP-023	Ropley	5	5	0	5
LAA/ROP-020	Ropley	5	5	1	5
LAA/ROP-006	Ropley	5	5	0	5
LAA/LIP-009	Liphook	5	5	0	5
LAA/MED-019	Medstead	5	5	0	5
LAA/SEL-007	Selborne	5	5	0	5
LAA/ROP-017	Ropley	5	6	1	5
LAA/FM-001	Four Marks	3	7	4	5
LAA/ROP-015	Ropley	5	5	0	5
LAA/ROP-013	Ropley	6	6	0	6
LAA/WHI-031	Whitehill	4	8	4	6
LAA/FM-023	Four Marks	6	6	0	6
LAA/FM-036	Four Marks	6	6	0	6
LAA/ROP-027	Ropley	6	6	0	6
LAA/FRY-002	Froyle	6	6	0	6
LAA/CHA-006	Chawton	2	10	8	6
LAA/FM-039	Four Marks	6	6	0	6
LAA/BTW-002	Bentworth	6	6	0	6
LAA/KIN-007	Kingsley	7	7	0	7
LAA/KIN-001	Kingsley	7	7	0	7
LAA/KIN-003	Kingsley	7	7	0	7
LAA/KIN-009	Kingsley	7	7	0	7
LAA/KIN-008	Kingsley	7	7	0	7
LAA/BTW-001	Bentworth	6	7	1	7
LAA/FRY-001	Froyle	4	9	5	7
LAA/MED-012	Medstead	7	7	0	7
LAA/MED-014	Medstead	5	9	4	7

CHAPTER 6: Summary

Questions 2 & 3: ‘Living Locally’ Site Potential

6.2.2 – The DO sites with highest potential to support increases in the use of sustainable transport modes are listed below:

Table 6.1 – Highest Scoring DO Sites

Site Ref	Site Name	Average Score
LAA/WHI-024	Forest Centre, Bordon	34
LAA/HD-008	Chalk Hill Road, Horndean	24
LAA/CHA-008	Travis Perkins, Alton	24
LAA/RC-004	Land south of Little Leigh Farm	21
LAA/FM-008	32 Telegraph Lane, Four Marks	19
LAA/HD-009	White Dirt Farm, Horndean	19
LAA/RC-007	Land at Deerleap (south)	18
LAA/AL-058	Land at Alton Sewage Treatment Works	18
LAA/HD-021	Land at Cottage Farm	17
LAA/WOR-004	Wilsom Road, Alton	17
LAA/RC-006	Land at Deerleap (north)	17
LAA/RC-001	Land at Oaklands House	17
LAA/HD-004	Land south of Five Heads Road	17
LAA/BEN-005	Land west of Rectory Lane, Bentley	16
LAA/RC-013	Land west of Manor Lodge Road	16
LAA/BEN-018	Land at Glebe House, School lane, Bentley	15
LAA/HEA-013	Land at Beech Hill Road	15
LAA/HD-024	Woodcroft Farm	15
LAA/BEN-011	Land west of Station Road, Bentley	15
LAA/BIN-005	Land north of Fullers Road, Rowledge	15
LAA/HD-010	Land at Drift Road, Clanfield	15
LAA/HEA-005	Land adjacent to Hatch House Farm	15
LAA/WHI-019	Lion Court, Farnham Road	14
LAA/BIN-008	Land at Lynch Hill, Alton	14
LAA/WHI-020	Whitehill & Bordon	14
LAA/MED-011	Land rear of Junipers, Medstead	14
LAA/BIN-002	Old Kiln Farm	14
LAA/LIP-012	Land west of Headley Road, Liphook	14
LAA/AL-029	Land west of Old Odiham Road	13
LAA/BEN-017	Land west of Hole Lane	13
LAA/BEE-010	Land at Whitewdown Lane	13
LAA/HD-015	Land at Coldhill Copse	13

6.2.3 – The DO sites with least potential to support increases in the use of sustainable transport modes are listed below:

Table 6.2 – Lowest Scoring DO Sites

Site Ref	Site Name	Average Score
LAA/HEA-018	Land off Hollywater and Whitehill Road	12
LAA/AL-005	Land at Brick Kiln Lane and Basingstoke Road	12
LAA/HD-029	Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	12
LAA/LIP-038	Land north of Liphook	12
LAA/BEE-011	Land at Wyards Farm	11
LAA/FM-013	Land south of Winchester Road	11
LAA/FM-016	Land at 131 Winchester Road	11
LAA/CL-002	Clanfield County Farms	11
LAA/FM-041	Land at Blackberry Lane & Alton Lane	11
LAA/HD-027	The Dairy, Roads Hill	11
LAA/HD-002	Parsonage Farm	11
LAA/LIP-037	Lowsley House, 131 to 133 Headley Road	11
LAA/LIP-011	Land at Haslemere Road, Liphook	11
LAA/FM-022	Fordlands	10
LAA/HD-001	Land rear of 191-211 Lovedean Lane	10
LAA/LIP-005	Land north of Haslemere Road	10
LAA/LIP-041	Land South East of Liphook	10
LAA/LIP-014	Land at Penally Farm	9
LAA/LIP-017	Chiltley Farm, Liphook	9
LAA/MED-026	Land West of Lymington Bottom Road	9
LAA/MED-022	Land west of Lymington Barn	8
LAA/FM-015	Land rear of 97-103 Blackberry Lane	8
LAA/BIN-011	Land at Neatham Manor Farm	8
LAA/MED-021	Land north of Cedar Stables, Medstead	8
LAA/WHI-021	Gibbs lane	8
LAA/FM-030	Winchester Road	7
LAA/FM-005	Land west of Telegraph Lane and south of Alton Lane, Four Marks	7
LAA/CHA-007	Chawton Park	7
LAA/BTW-001	Top Field land adjacent to Glebe Fields	7
LAA/BTW-002	Land at the corner of Church Street and Ashley Road	6
LAA/HEA-011	Land at Middle Common, Headley Down	6
LAA/ROP-010	Land at Five Acres, Ropley	5

CHAPTER 6: Summary

Question 4: Sustainable Transport Opportunities and Constraints

QUESTION 4. WHAT ARE THE OPPORTUNITIES AND CONSTRAINTS FOR CONNECTING TO PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT INFRASTRUCTURE FOR EACH OF THE POTENTIAL DEVELOPMENT SITES IDENTIFIED WITHIN THE COUNCIL'S REASONABLE ALTERNATIVES FOR ITS LOCAL PLAN SPATIAL STRATEGY?

6.3.1 – Sites within and not within 400m of a bus stop served by a regular bus service or the LCWIP network are listed in **Table 6.3** and **6.4**, respectively.

Table 6.3 – Sites within 400m of a Regular Bus Service Bus Stop or an LCWIP Scheme

Site Reference	Site Name	Average Score
LAA/WHI-024	Forest Centre, Bordon	34
LAA/CHA-008	Travis perkins, Winchester Road, Alton	24
LAA/RC-004	Land south of Little Leigh Farm, Prospect Lane, Havant	21
LAA/FM-008	32 Telegraph Lane, Four Marks	19
LAA/HD-009	White Dirt Farm, Horndean	19
LAA/WOR-004	Wilsom Road, Alton	17
LAA/BEN-005	Land west of Rectory Lane, Bentley	16
LAA/BEN-018	Land at Glebe House, School lane, Bentley, GU10 5JP	15
LAA/HEA-013	Land at Beech Hill Road, Headley, Bordon	15
LAA/BEN-011	Land west of Station Road, Bentley	15
LAA/BIN-005	Land north of Fullers Road, Holt Pound, Rowledge	15
LAA/HD-010	Clanfield, Waterloooville	15
LAA/WHI-019	Bordon, GU35 0NF	14
LAA/BIN-002	Old Kiln Farm, Farnham Road, Holt Pound	14
LAA/LIP-012	Land west of Headley Road, Liphook	14
LAA/AL-029	Land west of Old Odiham Road, Alton	13
LAA/BEN-017	Land west of Hole Lane, Bentley	13
LAA/LIP-038	Land north of Liphook	12
LAA/FM-013	Land south of Winchester Road, Four Marks	11
LAA/FM-016	Land at 131 Winchester Road, Four Marks	11
LAA/CL-002	Clanfield County Farms, Clanfield	11
LAA/LIP-037	Lowsley House, 131 to 133 Headley Road, Liphook, GU30 7PU	11
LAA/MED-022	Land west of Lymington Barn, Lymington Bottom Road	8
LAA/HEA-011	Land at Middle Common, Grayshott Road, Headley Down	6
LAA/ROP-010	Land at Five Acres, Ropley	5

6.3.2 **Table 6.3** lists the sites with the greatest opportunity to connect to pedestrian, cycle and public transport.

Table 6.4 – Sites not within 400m of a Regular Bus Service Bus Stop or an LCWIP Scheme

Site Reference	Site Name	Average Score
LAA/HD-008	Chalk Hill Road, Horndean	24
LAA/RC-007	Land at Deerleap (south)	18
LAA/AL-058	Land at Alton Sewage Treatment Works	18
LAA/HD-021	Land at Cottage Farm	17
LAA/RC-006	Land at Deerleap (north)	17
LAA/RC-001	Land at Oaklands House	17
LAA/HD-004	Land south of Five Heads Road	17
LAA/RC-013	Land west of Manor Lodge Road	16
LAA/HD-024	Woodcroft Farm	15
LAA/HEA-005	Land adjacent to Hatch House Farm	15
LAA/WHI-020	Whitehill & Bordon	14
LAA/MED-011	Land rear of Junipers, Medstead	14
LAA/HD-015	Land at Coldhill Copse	13
LAA/HEA-018	Land off Hollywater and Whitehill Road	12
LAA/HD-029	Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	12
LAA/FM-041	Land at Blackberry Lane & Alton Lane	11
LAA/HD-002	Parsonage Farm	11
LAA/HD-027	The Dairy, Roads Hill	11
LAA/LIP-011	Land at Haslemere Road, Liphook	11
LAA/FM-022	Fordlands	10
LAA/HD-001	Land rear of 191-211 Lovedean Lane	10
LAA/LIP-005	Land north of Haslemere Road	10
LAA/LIP-041	Land South East of Liphook	10
LAA/LIP-014	Land at Penally Farm	9
LAA/LIP-017	Chiltley Farm, Liphook	9
LAA/MED-026	Land West of Lymington Bottom Road	9
LAA/FM-015	Land rear of 97-103 Blackberry Lane	8
LAA/BIN-011	Land at Neatham Manor Farm	8
LAA/MED-021	Land north of Cedar Stables, Medstead	8
LAA/WHI-021	Gibbs lane	8
LAA/FM-030	Winchester Road	7
LAA/FM-005	Land west of Telegraph Lane and south of Alton Lane, Four Marks	7
LAA/CHA-007	Chavton Park	7
LAA/BTW-001	"Top Field" land adjacent to Glebe Fields	7
LAA/BTW-002	Land at the corner of Church Street and Ashley Road	6

CHAPTER 6: Summary

Question 4: Sustainable Transport Opportunities and Constraints

Table 6.5– Opportunities and Constraints of Sites not Within 400m of a Regular Bus Service Bus Stop or an LCWIP Scheme

Site Ref	Site Name	Average Score	Opportunities		Constraints		
			Active Travel	Public transport	Active Travel	Public transport	Comments
LAA/HD-008	Chalk Hill Road, Horndean	24	✓			✗	
LAA/RC-007	Land at Deerleap (south)	18		✓			
LAA/AL-058	Land at Alton Sewage Treatment Works	18	✓			✗	
LAA/HD-021	Land at Cottage Farm	17	✓			✗	
LAA/RC-006	Land at Deerleap (north)	17		✓			
LAA/RC-001	Land at Oaklands House	17		✓			
LAA/HD-004	Land south of Five Heads Road	17	✓			✗	
LAA/RC-013	Land west of Manor Lodge Road	16		✓			
LAA/HD-024	Woodcroft Farm	15	✓			✗	
LAA/HEA-005	Land adjacent to Hatch House Farm	15	✓				
LAA/WHI-020	Whitehill & Bordon	14	✓				
LAA/MED-011	Land rear of Junipers, Medstead	14				✗	
LAA/HD-015	Land at Coldhill Copse	13	✓			✗	
LAA/HEA-018	Land off Hollywater and Whitehill Road	12			✗	✗	
LAA/HD-029	Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	12	✓			✗	
LAA/FM-041	Land at Blackberry Lane & Alton Lane	11	✓			✗	
LAA/HD-002	Parsonage Farm	11	✓			✗	
LAA/HD-027	The Dairy, Roads Hill	11	✓			✗	
LAA/LIP-011	Land at Haslemere Road, Liphook	11	✓	✓	✗	✗	
LAA/FM-022	Fordlands	10	✓				
LAA/HD-001	Land rear of 191-211 Lovedean Lane	10	✓			✗	
LAA/LIP-005	Land north of Haslemere Road	10	✓	✓	✗	✗	
LAA/LIP-041	Land South East of Liphook	10			✗	✗	
LAA/LIP-014	Land at Penally Farm	9			✗	✗	
LAA/LIP-017	Chiltley Farm, Liphook	9	✓		✗	✗	Railway line is a barrier to movement
LAA/MED-026	Land West of Lymington Bottom Road	9			✗	✗	Railway line is a barrier to movement
LAA/FM-015	Land rear of 97-103 Blackberry Lane	8	✓	✓		✗	
LAA/BIN-011	Land at Neatham Manor Farm	8	✓	✓			A31 barrier to movement
LAA/MED-021	Land north of Cedar Stables, Medstead	8				✗	
LAA/FM-030	Winchester Road	7	✓	✓			
LAA/FM-005	Land west of Telegraph Lane and south of Alton Lane, Four Marks	7	✓			✗	
LAA/CHA-007	Chawton Park	7	✓	✓			Relatively remote location
LAA/BTW-001	"Top Field" land adjacent to Glebe Fields	7				✗	Remote location
LAA/BTW-002	Land at the corner of Church Street and Ashley Road	6				✗	Remote location

6.3.3 The BSIP and LCWIP proposals would improve the attractiveness of walking, cycling and public transport, but they are unlikely to affect the 10 min walking and cycling times applied in this methodology.

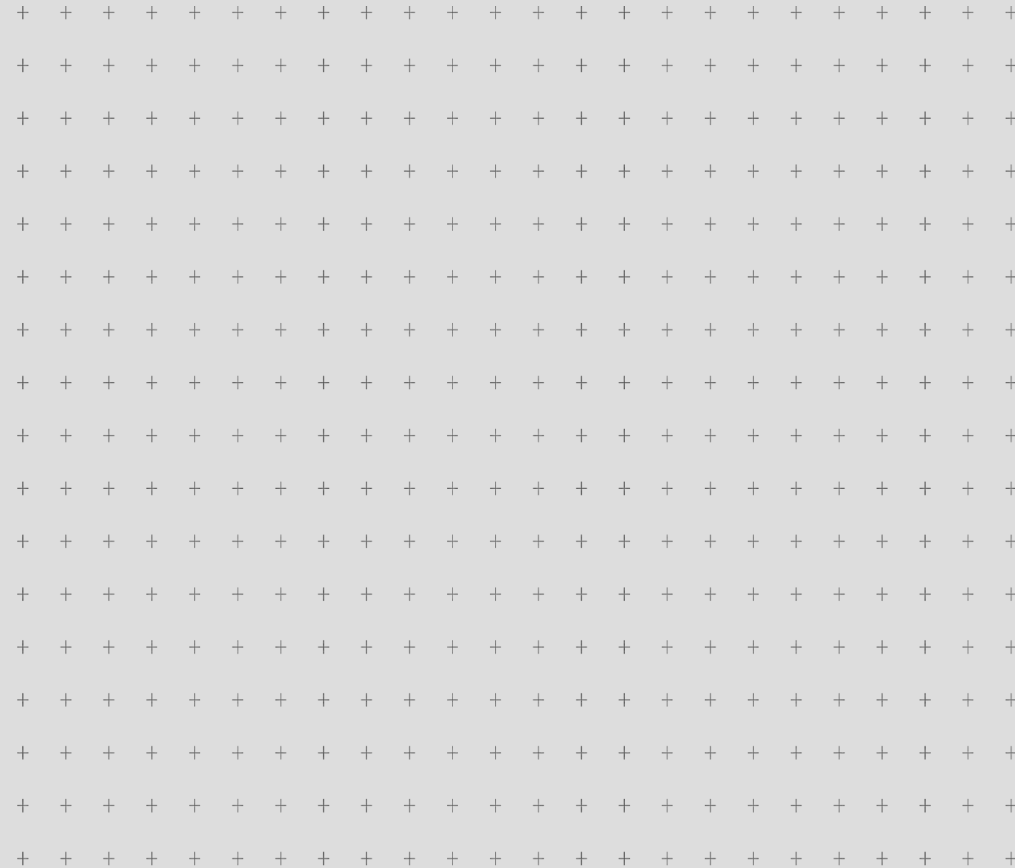
6.3.4 Ordinarily a quality audit and/or demand assessment, rather than an accessibility study, would be carried out to consider the effects of improved quality of active travel and public transport infrastructure. However, in order to consider EHDC's question related to opportunities and constraints for connecting to pedestrian, cycle and public transport infrastructure, the locality of the 65 DO sites have been reviewed with respect to the regular bus services and LCWIP routes.

6.3.5 **Table 6.5** summarises the high-level review of opportunities and constraints for connecting the DO sites that are not within 400m of a bus stop served by a regular bus service or the LCWIP network.

6.3.6 The greatest opportunity to improve the accessibility score of the DO sites is to provide new daily facilities to fulfil the social functions which are lacking. This is outlined in sections 5.2.1 – 5.2.9.

Appendices

Living Locally



APPENDIX A

Accessibility Study Methodology Options and Worked Examples

Appendix A - Accessibility Study Methodology Options and Worked Examples

A.1 - Background

A.1.1 - Ridge & Partners has been commissioned to develop a methodology and accessibility analysis across East Hampshire District Council to enable the application of the 'living locally' concept (good proximity to daily facilities) to be applied in the preparation of the Local Plan regarding site selection/allocation .

A.2 - The Workshop

A.2.1 - An online workshop took place on 19th July 2023, where alternative methodologies for the accessibility study were presented by Ridge & Partners to and discussed with:

- East Hampshire District Council
- Hampshire County Council
- Urban Edge Environmental Consulting

A.3 - Data Sources

A.3.1 - The following data has been used for the purpose of the accessibility study:

- Ordnance Points of Interest Data (see appendix A)
- EHDC data (for food banks, parks and green spaces and frequent bus stops (i.e. understood as "at least one bus every hour, up to seven days a week daytime")

- Census 2011 data for work population

Table A.1 overleaf includes the daily facilities that were initially agreed with EHDC to be included in study. It was agreed at the workshop that additional facilities listed in **Table A.2** would also be included in the accessibility study.

A.4 - Study Area

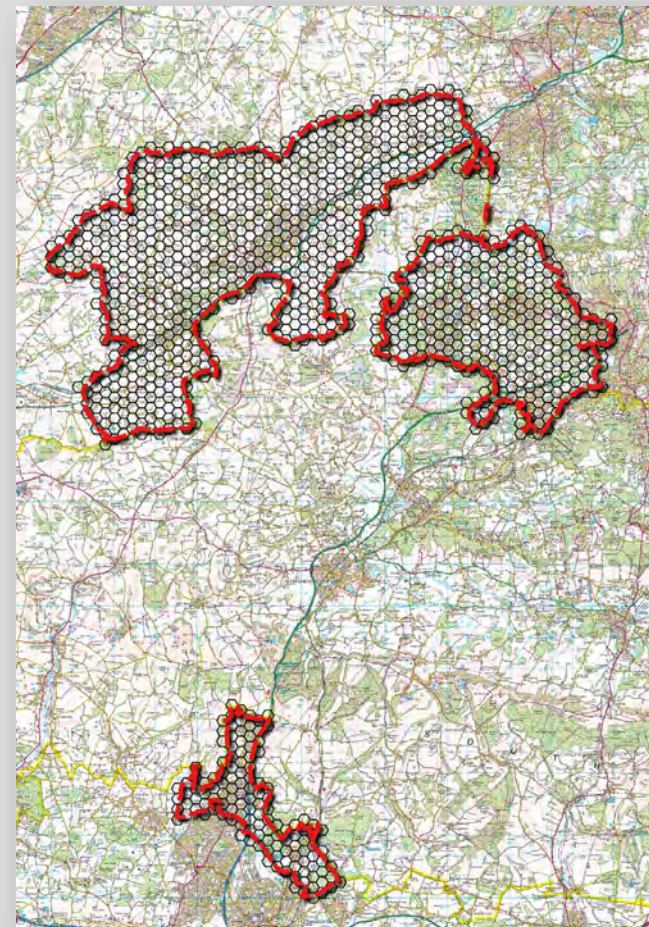
A.4.1 - A 'honeycomb' grid has been overlaid across the EHDC planning authority to divide the district into 500m hexagons for analysis (see **Figure A.1**). A score will be determined based on the relative accessibility of services and facilities from the central point of each hexagon.

A.5 - Accessible Distances (Isochrones)

A.5.1 - The 20-minute Neighbourhood Guide is based upon the principle of a 20 min round trip to local facilities and services, therefore a 10 min one-way trip. It was agreed during the workshop that, due to the rural nature of East Hampshire, that sensitivity testing would be undertaken based on 15 min isochrones. In summary the following isochrones have been applied to determine the preferred methodology:

- 10 min walking and 10 min cycling; and
- 15 min walking and 15 min cycling.

Figure A.1 – Study Area



Appendix A - Accessibility Study Methodology Options and Worked Examples

Table A.1 – Originally Agreed Daily Facilities

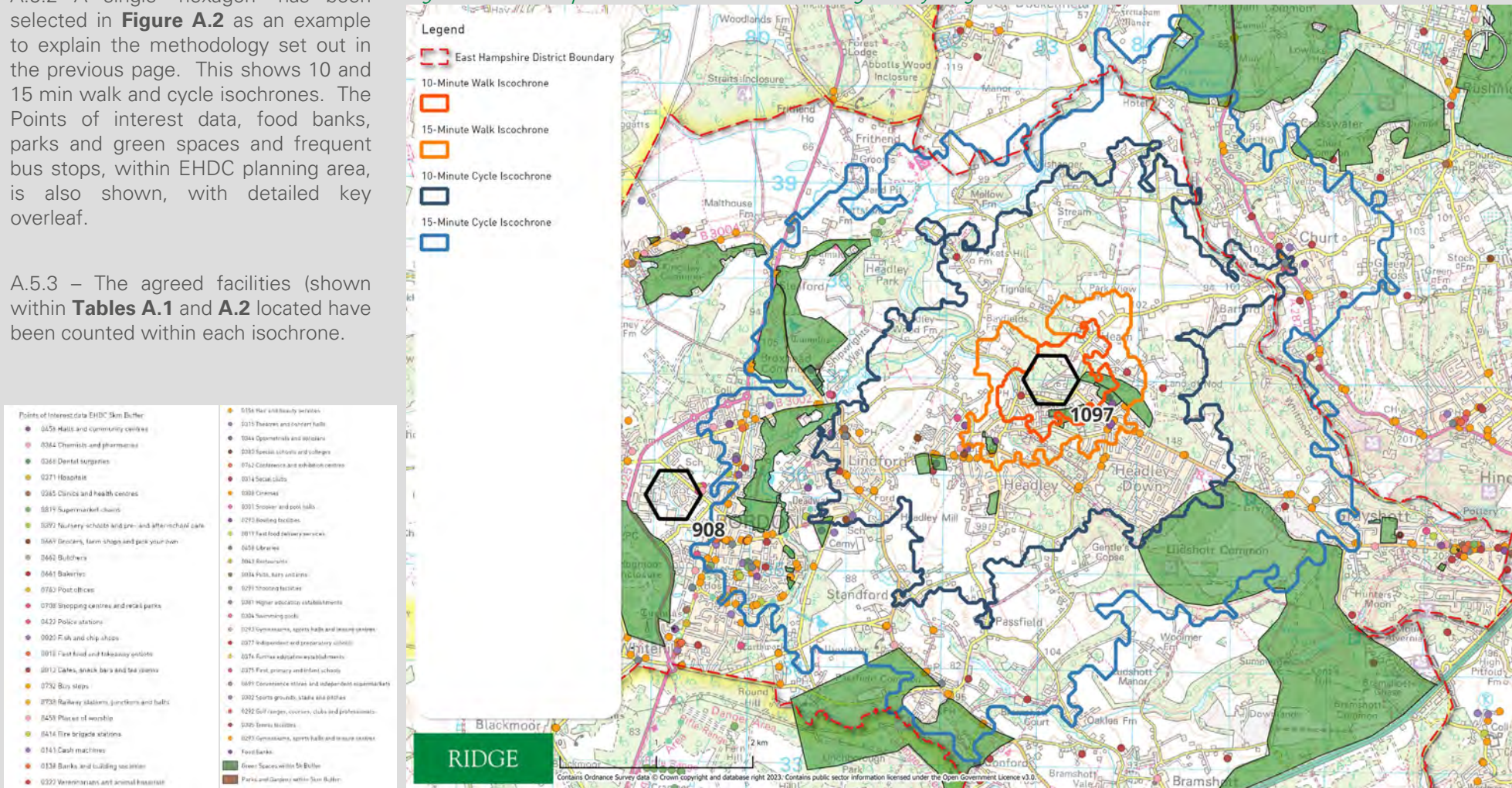
Living	Working	Supplying	Caring	Learning	Enjoying
Halls and community centres	Number of jobs (2011 Census)	Shopping centres and retail parks	Clinics and health centres	Nursery schools and pre- and after-school care	Pubs, bars and inns
Parks and Green Spaces		Post offices	Chemists and pharmacies	First, primary and infant schools	Restaurants
Railway stations, junctions and halts		Grocers, farm shops and pick your own	Gymnasiums, sports halls and leisure centres	Broad age range and secondary state schools	Cafes, snack bars and tea rooms
Bus stops and hail and ride zones		Convenience stores and independent supermarkets	Sports grounds, stadia and pitches	Further education establishments	
		Supermarket chains			
		Food Banks			

Table A.2 - Additional Daily Facilities included in the Accessibility Study

Living	Working	Supplying	Caring	Learning	Enjoying
Hair and beauty services		Fast food and takeaway outlets	Hospitals	Independent and preparatory schools	Shooting facilities
Veterinarians and animal hospitals		Fish and chip shops	Dental surgeries	Special schools and colleges	Libraries
Banks and building societies		Fast food delivery services	Optometrists and opticians	Higher education establishments	Places of worship
Cash machines		Bakeries	Swimming pools		Bowling facilities
Fire brigade stations		Butchers	Tennis facilities		Snooker and pool halls
Police stations			Golf ranges, courses, clubs and professionals		Cinemas
					Social clubs
					Conference and exhibition centres
					Theatres and concert halls
					Art galleries
					Museums

A.5.2 A single ‘hexagon’ has been selected in **Figure A.2** as an example to explain the methodology set out in the previous page. This shows 10 and 15 min walk and cycle isochrones. The Points of interest data, food banks, parks and green spaces and frequent bus stops, within EHDC planning area, is also shown, with detailed key overleaf.

A.5.3 – The agreed facilities (shown within **Tables A.1** and **A.2** located have been counted within each isochrone.



See detailed key overleaf

Appendix A - Accessibility Study Methodology Options and Worked Examples

Detailed key for Figure A.2

Legend

Points of Interest data EHDC 5km Buffer

- 0456 Halls and community centres
- 0364 Chemists and pharmacies
- 0368 Dental surgeries
- 0371 Hospitals
- 0365 Clinics and health centres
- 0819 Supermarket chains
- 0397 Nursery schools and pre- and after-school care
- 0669 Grocers, farm shops and pick your own
- 0662 Butchers
- 0661 Bakeries
- 0763 Post offices
- 0708 Shopping centres and retail parks
- 0422 Police stations
- 0020 Fish and chip shops
- 0018 Fast food and takeaway outlets
- 0013 Cafes, snack bars and tea rooms
- 0732 Bus stops
- 0738 Railway stations, junctions and halts
- 0459 Places of worship
- 0414 Fire brigade stations
- 0141 Cash machines
- 0138 Banks and building societies
- 0322 Veterinarians and animal hospitals
- 0156 Hair and beauty services
- 0315 Theatres and concert halls
- 0344 Optometrists and opticians
- 0380 Special schools and colleges
- 0762 Conference and exhibition centres
- 0314 Social clubs
- 0308 Cinemas
- 0301 Snooker and pool halls
- 0290 Bowling facilities
- 0019 Fast food delivery services
- 0458 Libraries
- 0043 Restaurants
- 0034 Pubs, bars and inns
- 0299 Shooting facilities
- 0381 Higher education establishments
- 0304 Swimming pools
- 0293 Gymnasiums, sports halls and leisure centres
- 0377 Independent and preparatory schools
- 0376 Further education establishments
- 0375 First, primary and infant schools
- 0699 Convenience stores and independent supermarkets
- 0302 Sports grounds, stadia and pitches
- 0292 Golf ranges, courses, clubs and professionals
- 0305 Tennis facilities
- 0293 Gymnasiums, sports halls and leisure centres
- Food Banks
- Parks and Green Spaces

Appendix A - Accessibility Study Methodology Options and Worked Examples

A.6 - Weighting and Scoring Criteria

A.6.1 - Three methodologies have been applied in calculating an accessibility score. Each methodology applies different weightings to the number of services and facilities counted within the walk and cycle isochrones. The first two methodologies were presented in the Accessibility Study workshop. A further option (Option 3) was developed afterwards, taking into account overall comments received from workshop participants.

A.6.2 - The scoring for Options 1 and 2 is based upon the six social functions identified in the 'Urban and Territorial Transitions, 15 min city – 30 min territory' research carried out by Carlos Moreno and Chaire ETI (see **Appendix C**)

A.6.2 - The six local functions are:

- Living
- Working
- Supplying
- Caring
- Learning
- Enjoying

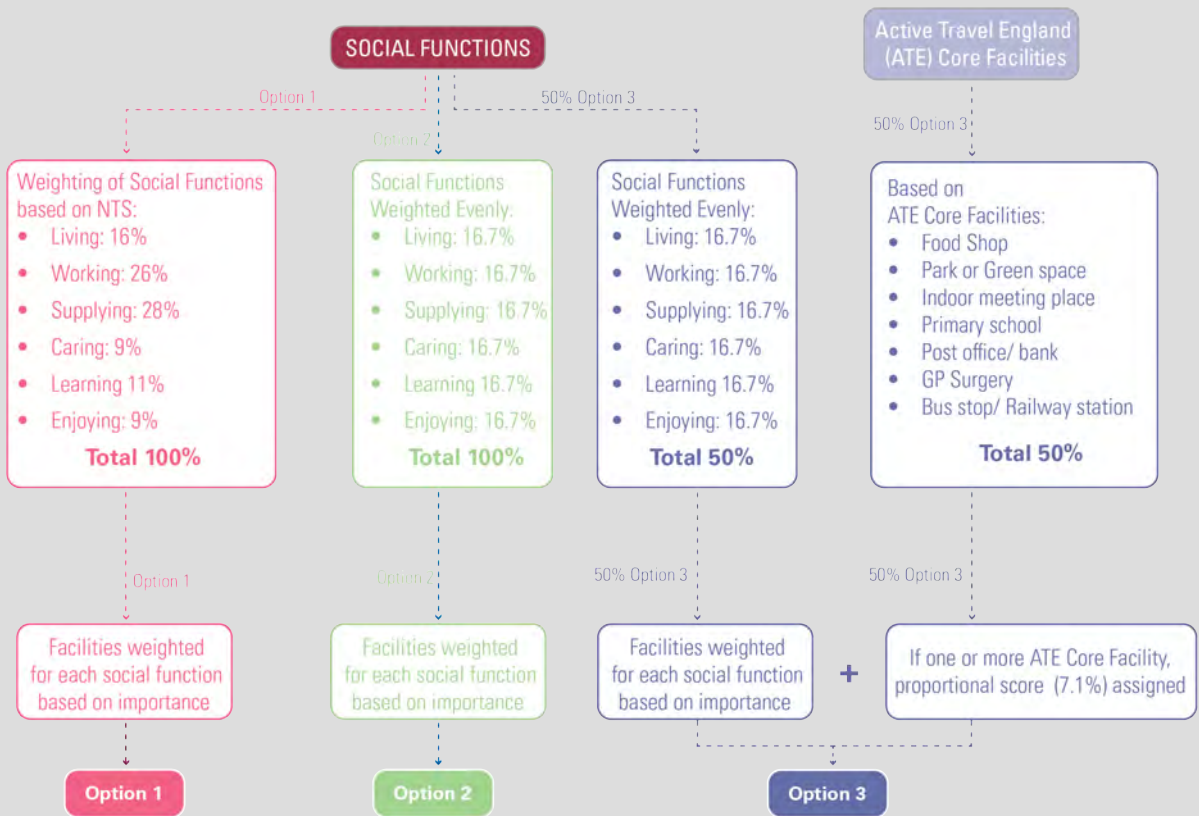
A.6.3 - For Option 3, 50% of the weighting considers the six local functions and the other 50% of the score is applied if at least one core facility (as identified by Active Travel England) can be reached within 10 or 15 min. The Core Facilities are:

- Food Shop

- Park or Green Space
- Indoor meeting place
- Primary school
- Post office/ Bank
- GP Surgery
- Bus Stop/ Railway Station

A.6.4 – The count of facilities has been capped at three (10 min sensitivity) and five (15min sensitivity) for each type of facility. This is to minimise the risk of sites with a reasonable number of local facilities getting a low score due to the count of facilities being low relatively to other sites e.g. a site with three bus stops (served by frequent services) in a 10min walk would get a low score because another site is provided with 27 bus stops within a 10min walk.

Figure A.3 – Accessibility Study Weighting and Scoring Methodologies



Appendix A - Accessibility Study Methodology Options and Worked Examples

A.7 - Option 1: Social Functions Weighted (based on NTS data)

A.7.1 - Facilities included in the Accessibility Study have been aligned to the six social functions as shown on the previous tables (page 3) following a review of the categories outlined by Chaire ETI, and included in their White Paper (see Appendix B). This was agreed at the workshop.

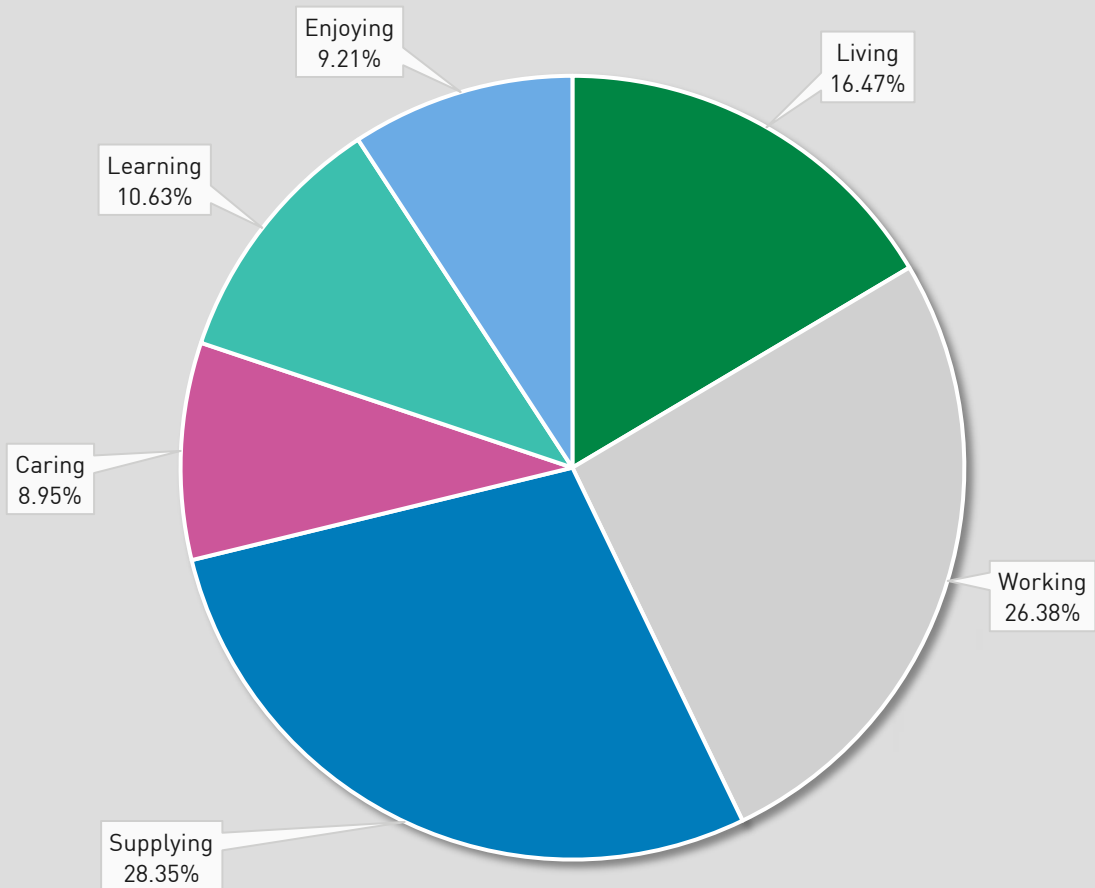
Option 1 Weighting of Social Functions

A.7.2 - NTS Table 0403 'Average number of trips (trip rates) by person per year by trip purpose' (2019 data) shows the proportion of trips made for different purposes across the year. This data has been correlated with the six social functions resulting in:

- **Living: 16.47%** - based upon:
 - 50% of 'personal business' - 50% of 13.78%
 - 'other including just walk' – 9.58%
- **Working: 26.38%** - based upon:
 - 'commuting' trip purpose – 21.99%
 - 'business' trip purpose – 4.39%
- **Supplying: 28.35%** - based upon:
 - 'shopping' trip purpose – 28.35%
- **Caring: 8.95%** - based upon:
 - 50% of 'personal business' - 50% of 13.78%
 - 'Sport: participate' – 2.06%

- **Learning: 10.63%** - based upon:
 - 'education' trip purpose – 10.63%
- **Enjoying: 9.21%** - based upon:
 - Entertainment / public activity – 9.21%

Figure A.4 – Weighting of Social Functions (Option 1)



Appendix A - Accessibility Study Methodology Options and Worked Examples

Option 1 Weighting the Daily Facilities within each Social Function

A.7.3 - Facilities have been weighted within each social function based on judgement and outlined below:

- **Living:**
 - 25% Parks and Green Spaces
 - 25% weighting to public transport, weighted based on travel to work data (Census 2011)
 - 12% railway stations
 - 14% bus stops.
 - Remaining facilities split evenly
- **Working:**
 - 100% weighting to number of jobs
- **Supplying:**
 - 50% weighting to supermarkets (25%) and convenience stores (25%)
 - 50% weighting evenly split to remaining facilities
- **Caring:**
 - 50% to health and sports evenly:
 - 25% to Clinics (12.5%) and chemists and pharmacists (12.5%)
 - 25% split evenly between hospitals, dental surgeries and optometrists.

- 50% to Sports:
 - 25% to general sports
 - 12.5% to Gyms
 - 12.5% to sports ground
 - 25% evenly split between swimming pools, athletics, climbing, tennis facilities, squash courts and golf ranges.
- **Learning:**
 - split based on the number of children within each facility. This has been estimated using DfE data ‘School pupils and their characteristics, Academic Year 2022/2023’ which provides the number of students attending any of the below in England:
 - Non-maintained special school
 - State-funded AP school
 - State-funded nursery
 - State-funded primary
 - State-funded secondary
 - State-funded special school

Where DfE data was not available, additional information has been obtained from Higher Education Student Statistics, which states that a total of 2,862,620 students were enrolled in 2021/22

Based on this information, the weighting of ‘Learning’ facilities is presented on the following table:

Table A.3 – Weighting of Learning Facilities

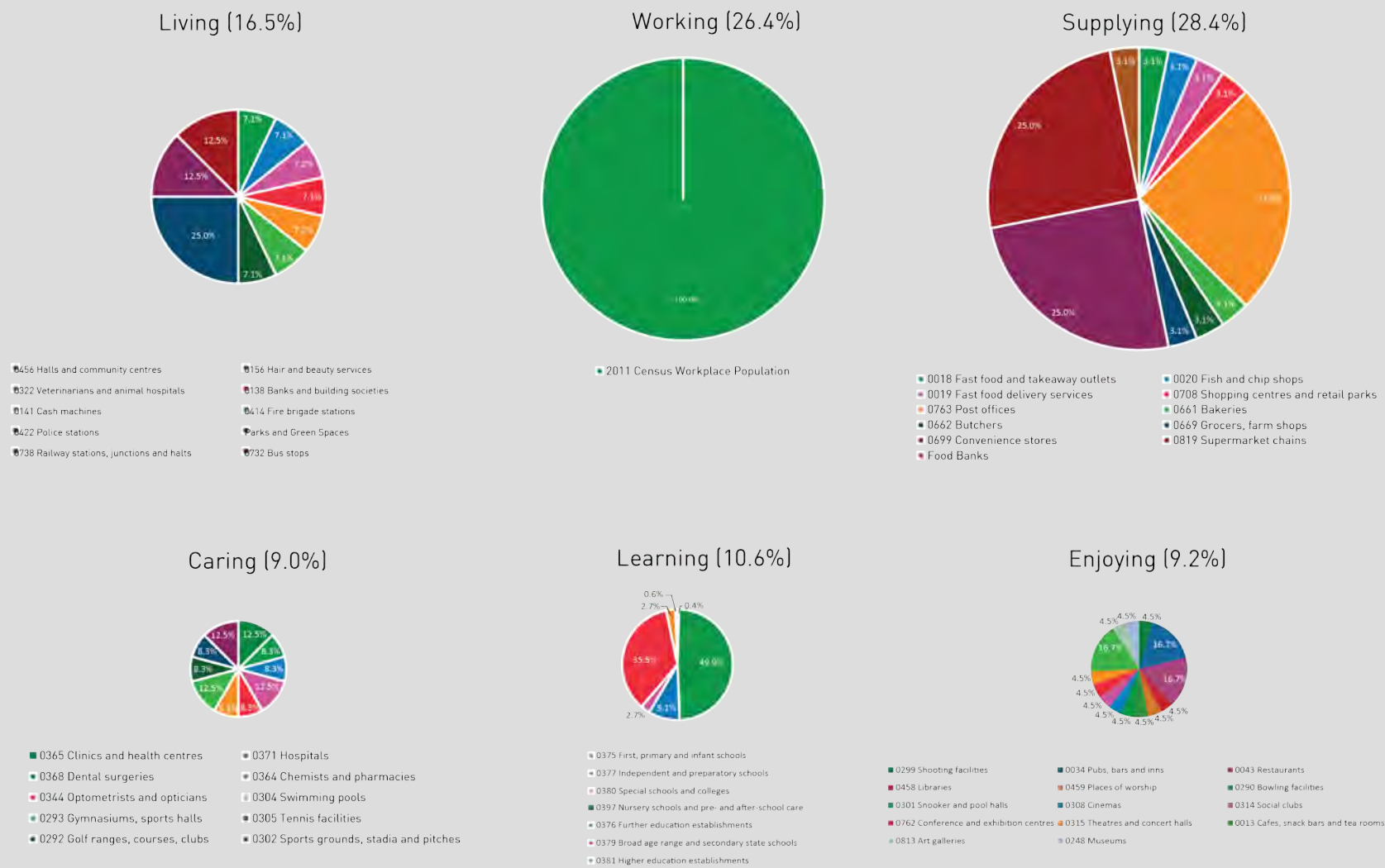
Learning Facilities	%
Nursery schools and pre- and after-school care	0.43%
First, primary and infant schools	48.96%
Further education establishments	9.14%
Independent and preparatory schools	2.74%
Broad age range and secondary state schools	35.45%
Special schools and colleges	2.65%
Higher education establishments	0.62%
Total	100%

- **Enjoying:**
 - 50% to indoor meeting places (cafes, pubs and bars, and restaurants)
 - 50% split amongst remaining ‘enjoying’ facilities.

The weighting of social functions and facilities within each function, based on these scoring and weighting criteria is presented in the charts on the next pages

Appendix A - Accessibility Study Methodology Options and Worked Examples

Figure A.5 – Social Functions Weighted (based on NTS Data)



Appendix A - Accessibility Study Methodology Options and Worked Examples

A.8 - Option 2: Social Functions Equally Weighted

Option 2 Weighting of Social Functions

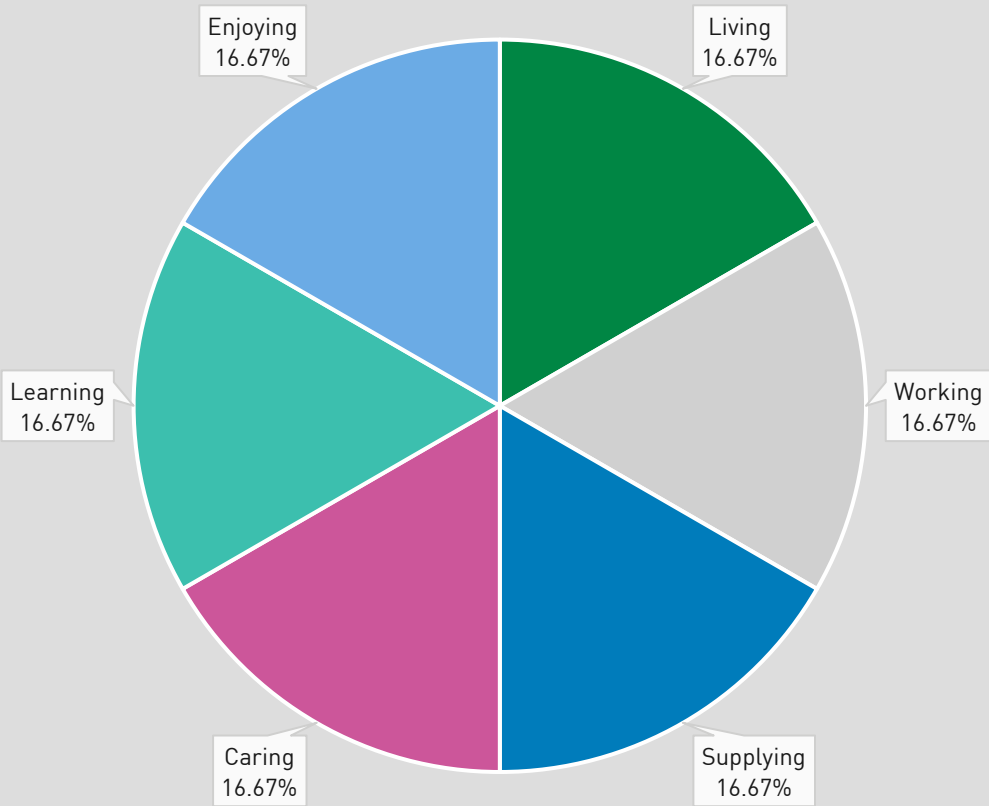
Each social function is weighted evenly in this option:

- Living: 16.7%
- Working: 16.7%
- Supplying: 16.7%
- Caring: 16.7%
- Learning: 16.7%
- Enjoying: 16.7%

Facilities assigned to the above social functions have been weighted as per Option 1.

The weightings of social functions are presented in the chart to the right. The weightings of the facilities within each social function is presented at page 71.

Figure A.6 – Weighting of Social Functions (Option 2)



Appendix A - Accessibility Study Methodology Options and Worked Examples

Figure A.7– Social Functions Weighted Evenly– Applied to Options 2 and 3



Appendix A - Accessibility Study Methodology Options and Worked Examples

A.9 - Option 3: Active Travel England Core Facilities (50%) + Social Functions Equally Weighted (50%)

Option 3 ATE Core Facilities (50%)

A.9.1 - 50% of the weighting has been assigned if the 'hexagon' has at least one of each core facilities listed in ATE Guidance ('Planning application assessment toolkit', July 2023) within the 10/15-minute isochrones:

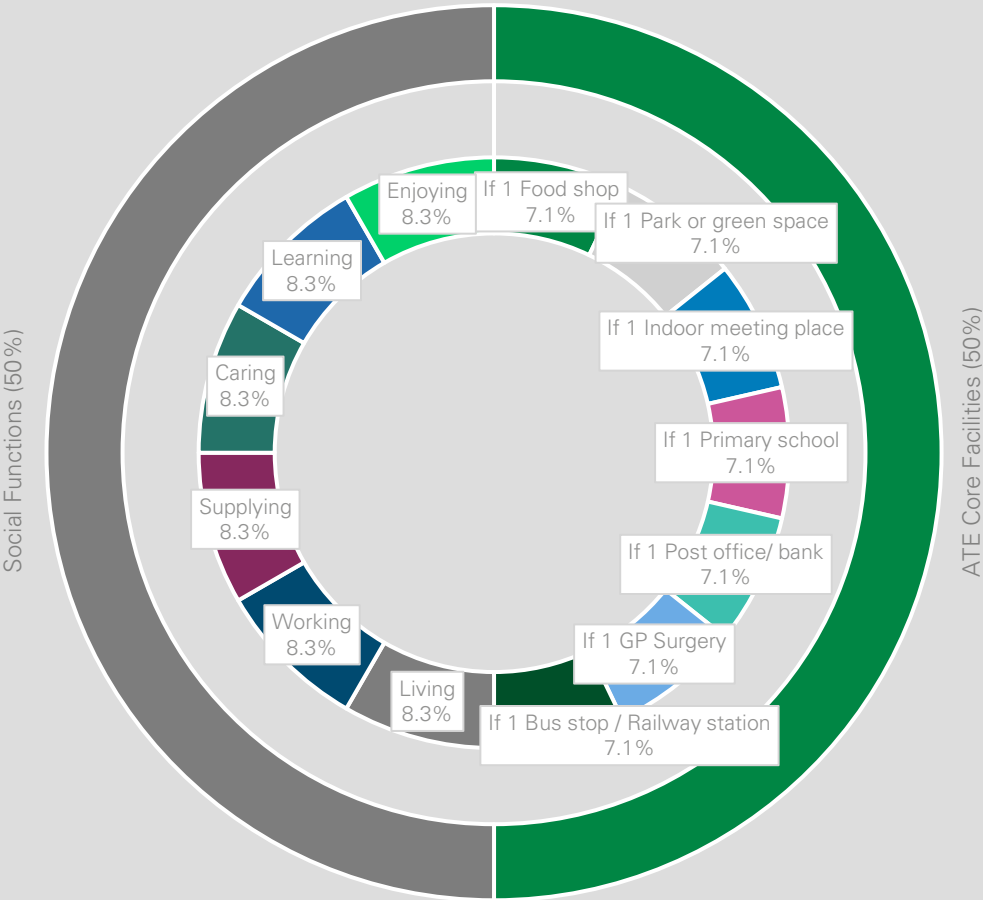
- If one or more food shops; 7.1%
- If one or more park or green spaces: 7.1%
- If one or more primary schools: 7.1%
- If one or more post office or banks: 7.1%
- If one or more GP surgeries: 7.1%
- If one or more bus stops or railway stations: 7.1%

Option 3 Weighting of Social Functions (50%)

A.9. 2 - 50% of the weighting has been applied in line with the Option 2 weighting methodology.

A.9.2. - The weightings are presented in the chart to the right. The weighting of the facilities within each social function are applied in line with Option 1 (see **Figure A.8**).

Figure A.8– Weighting of Social Functions (Option 3)



Appendix A - Accessibility Study Methodology Options and Worked Examples

A.10 Walking and Cycling Weighting

A.10.1 – Within the scoring for all options (1 to 3) a further weighting is applied to the number of facilities within the 10/15 min walking isochrone and within the 10/15 min cycling isochrone.

A.10.2 - The mode share of walking and cycling in EHDC has been obtained from 'Method of Travel to Work' Census 2011 Data.

10 min Census proportion:

- Walking: 7.65% (less than 2km)
- Cycling: 1.34% (less than 2km)

15 min Census proportion:

- Walking: 7.65% (less than 2km)
- Cycling: 1.55% (based on (less than 2km and 5km to less than 10km)

A.10.3 - The Walking and Cycling Weightings have been applied to all worked examples presented on the following slides. These weightings are summarised as follows:

10 min weightings:

- Walking: 85.12%
- Cycling: 14.88%

15 min weightings:

- Walking: 83.16%
- Cycling: 16.84%

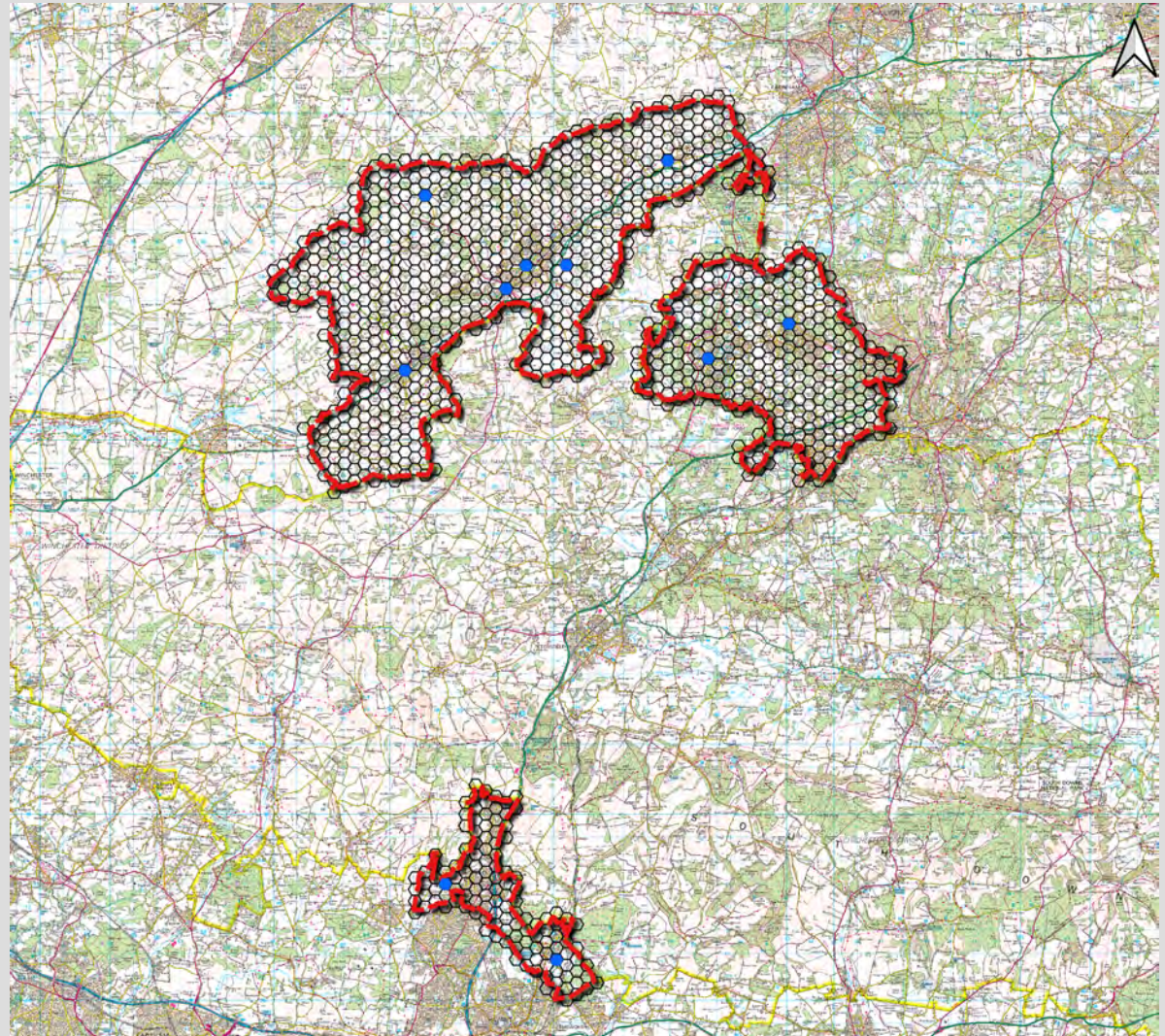
Appendix A - Accessibility Study Methodology Options and Worked Examples

A.11 Worked Examples

A.11.1 – EHDC selected 10 hexagons, as shown in **Figure A.9**, for purposes of determining a scoring methodology.

A.11.2 – The results, based on 10 and 15-minute walking and cycling isochrones, are presented on the following pages.

Figure A.9 - Sample locations for Workshop



Appendix A - Accessibility Study Methodology Options and Worked Examples

Figure A.10- Example Outputs – 10mins Option 1 Scoring

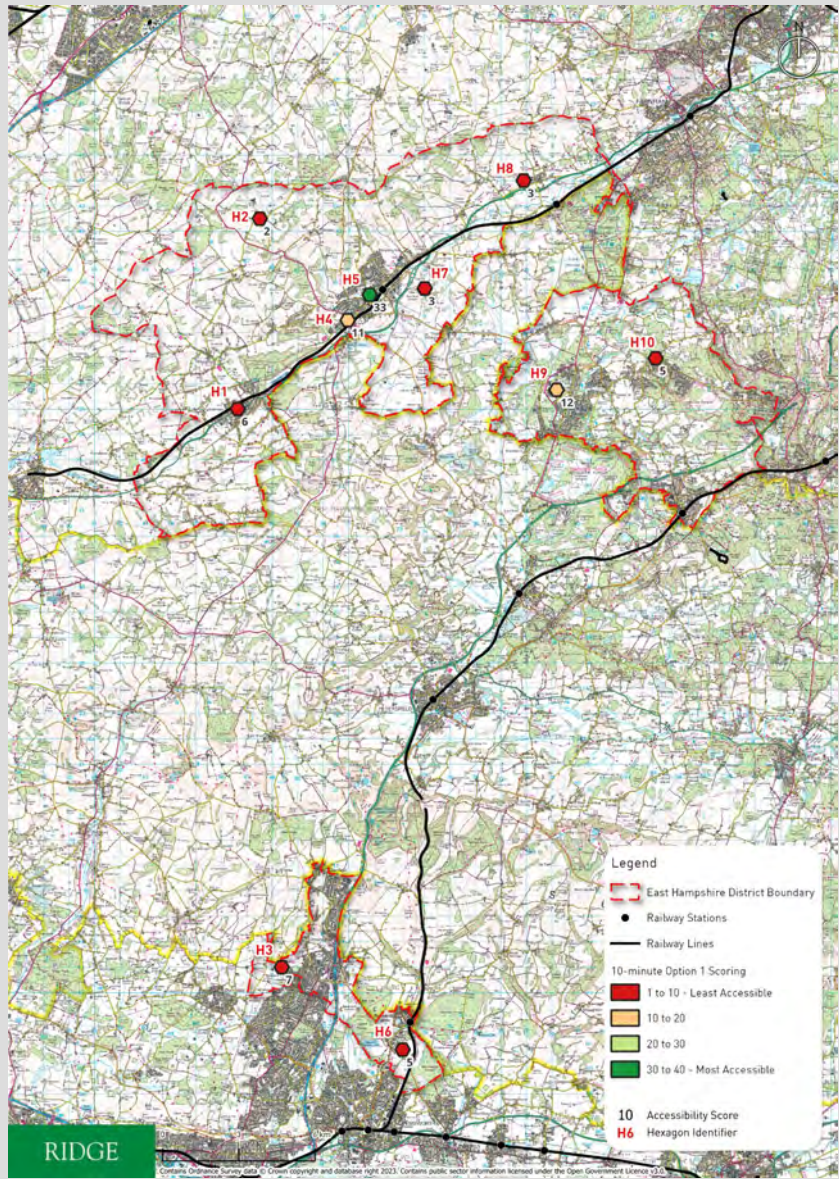
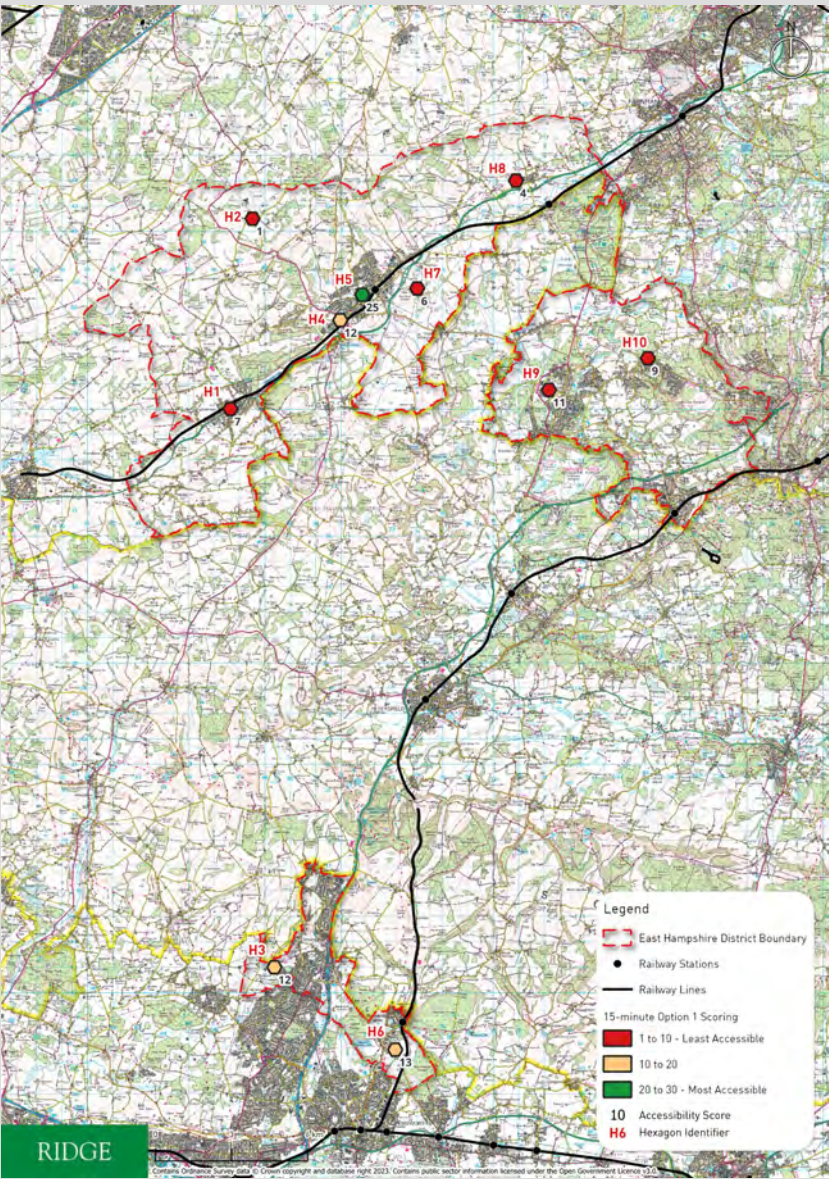


Figure A.11 - Example Outputs – 15-minutes Option 1 Scoring



Appendix A - Accessibility Study Methodology Options and Worked Examples

Figure A.12- Example Outputs – 10mins Option 2 Scoring

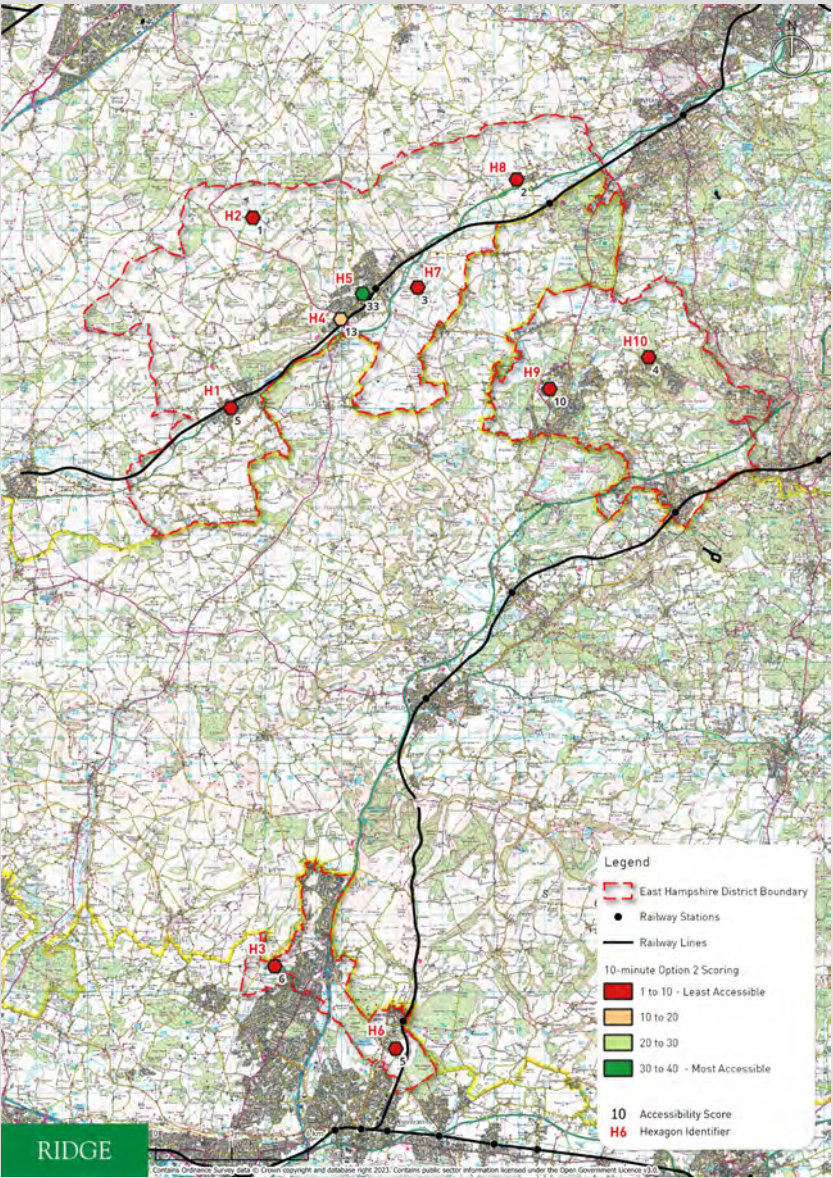
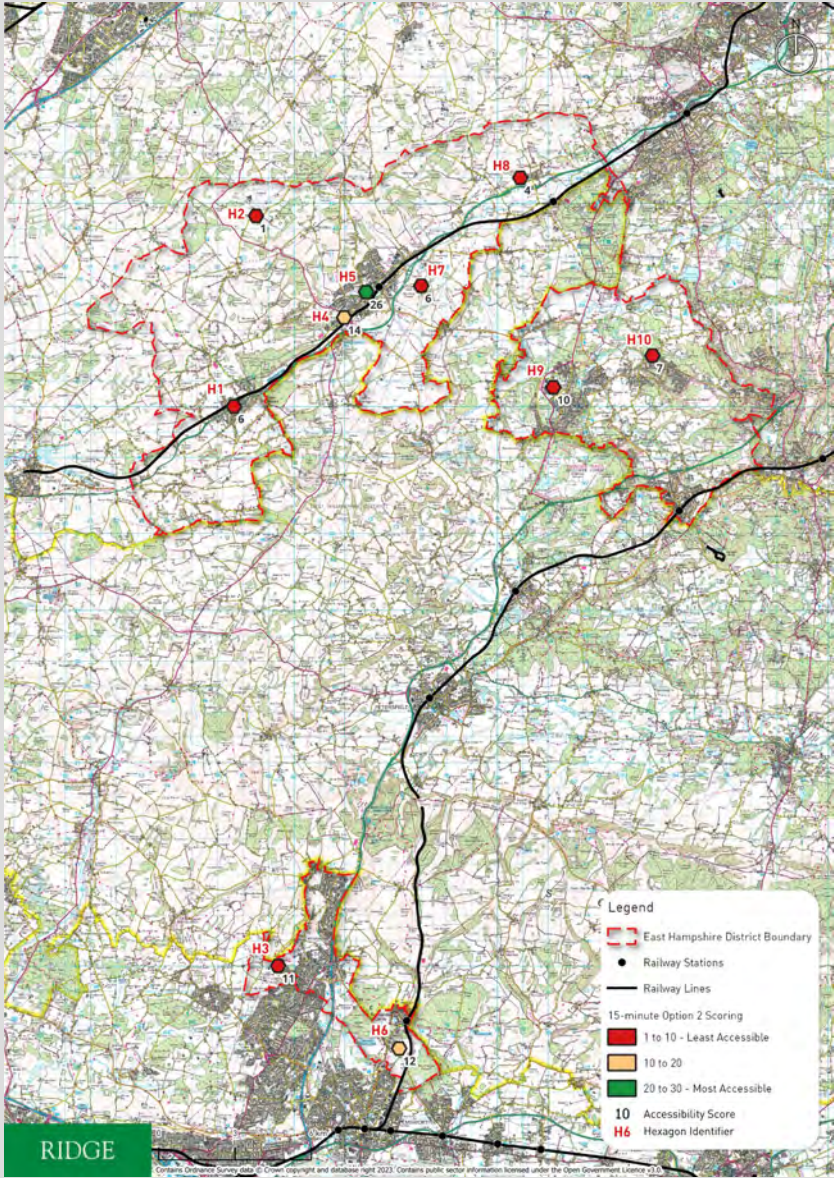


Figure A.13- Example Outputs – 15-minutes Option 2 Scoring



Appendix A - Accessibility Study Methodology Options and Worked Examples

Figure A.14- Example Outputs – 10mins Option 3 Scoring

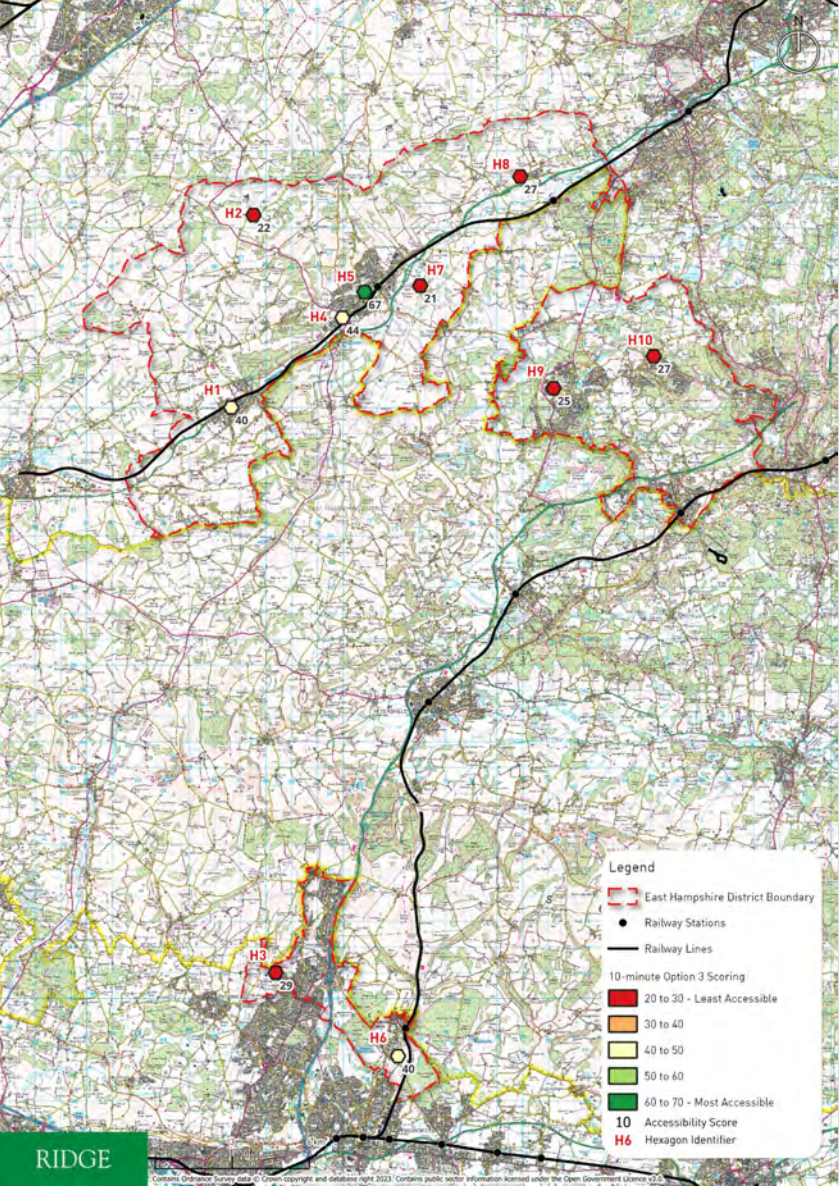
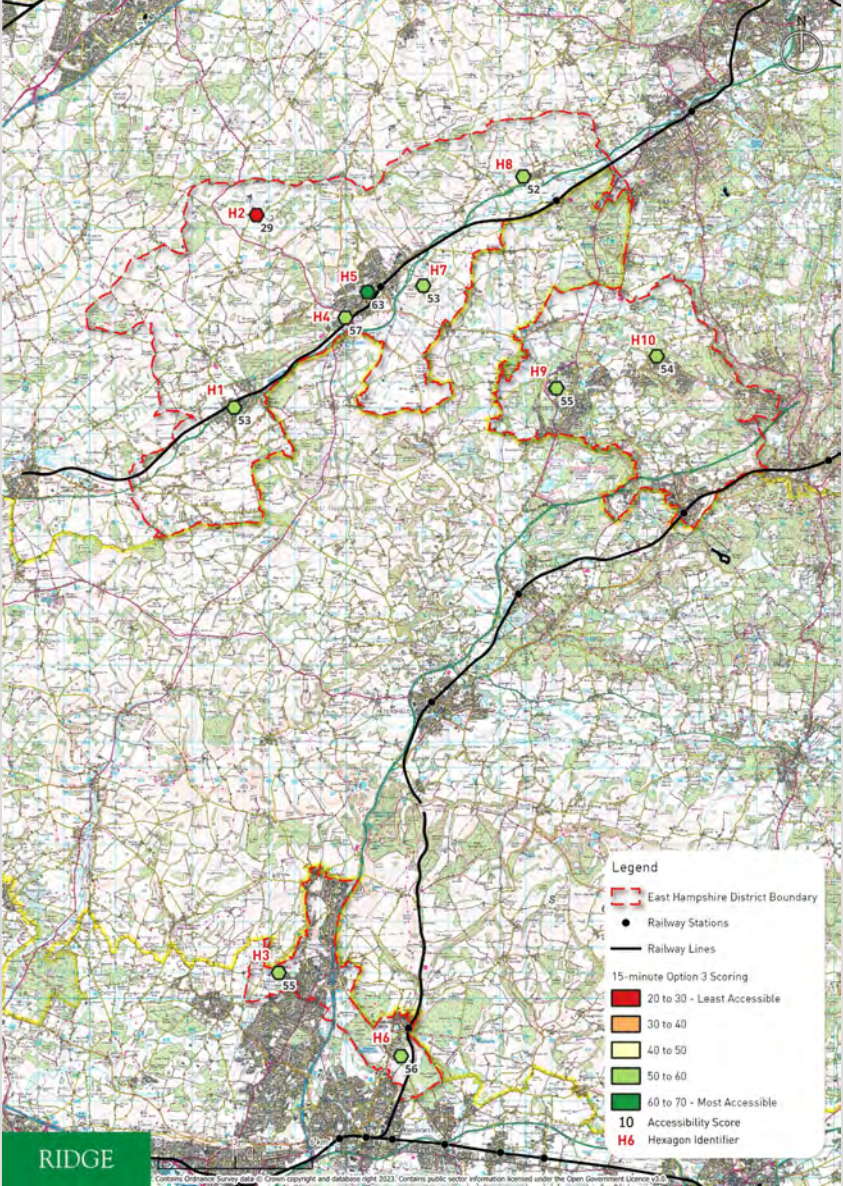


Figure A.15- Example Outputs – 15-minutes Option 3 Scoring



Appendix A - Accessibility Study Methodology Options and Worked Examples

A.11.3 – The ranking of sites based on each Option is presented below:

ID		10 min combined score			15 min combined score		
		Option 1	Option 2	Option 3	Option 1	Option 2	Option 3
H1	236	21	19	47	18	16	52
H2	314	5	5	24	4	4	24
H3	348	13	13	32	21	18	47
H4	511	21	25	50	25	26	57
H5	560	56	59	79	44	43	72
H6	625	14	15	45	23	22	55
H7	696	7	7	23	10	10	25
H8	857	8	8	30	13	12	56
H9	908	19	17	28	22	20	42
H10	1097	11	10	30	19	16	46

Rank	10 min combined score			15 min combined score		
	Option 1	Option 2	Option 3	Option 1	Option 2	Option 3
1	H5	H5	H5	H5	H5	H5
2	H4	H4	H4	H4	H4	H4
3	<u>H1</u>	<u>H1</u>	<u>H1</u>	<u>H6</u>	<u>H6</u>	<u>H8</u>
4	<u>H9</u>	<u>H9</u>	H6	<u>H9</u>	<u>H9</u>	H6
5	<u>H6</u>	<u>H6</u>	H3	H3	H3	<u>H1</u>
6	H3	H3	H10	H10	H10	H3
7	H10	H10	<u>H8</u>	<u>H1</u>	<u>H1</u>	H10
8	H8	H8	<u>H9</u>	H8	H8	<u>H9</u>
9	H7	H7	H2	H7	H7	H7
10	H2	H2	H7	H2	H2	H2

A.11.1 In the right-hand table, the 'hexagon' scores have been ranked.

A.11.2 The **coloured** scores highlight the larger changes in ranks between option 1, 2 and 3.

A.11.3 This shows small rank changes between Option 1 and 2 with the 10min and 15min isochrones. There more significant changes between option 1 & 2 and Option 3.

A.11.4 The **bold and underlined** scores highlight the larger changes in ranks between applying the 10 and 15-min isochrones.

A.11.5 There are some significant changes in ranking on H1 (all options), H6 (Options 1 and 2) and H8 (Option 3) as a result of applying 10 and 15-min isochrones.

A.11.6 The application of Options 1 or 2, versus Option 3, results in significant difference in ranking on H1 (10-min sensitivity), H8 (15-min sensitivity) and H9 (10 and 15-min sensitivity).

Appendix A - Accessibility Study Methodology Options and Worked Examples

A.12 Discussion, Conclusions and Recommendations

Discussion

A.12.1 – The ranking of six sites (H5, H4, H3, H10, H7 and H2) remains consistent across Options 1 – 3 and the 10 and 15min sensitivity tests. These are:

- **H5 (Alton Central)** ranks the highest in all options and sensitivity tests. This is likely to be related to the central location of the site, surrounded by a wide range and number of local facilities.
- **H4 (Alton South-West)** is the second highest ranking site. It is expected that a high score at this site is related to the location of the site near a central town location, with a wide range and number of local facilities, as well as ATE core facilities.
- **H3 (Horndean North)** ranks fifth or sixth depending on the weighting option and isochrone applied. This is likely to be due to the location of the site on the edge of Horndean, where a limited number of facilities is available.
- **H10 (Headley)** ranks in sixth or seventh position depending on the weighting option and isochrone applied. This is likely to be due to the location of the site on the edge of

Headley, where a limited number of facilities is available.

- **H7 (East of Alton)** ranks ninth or tenth depending on the weighting option applied (10-min sensitivity), and ninth when applying the 15-min isochrones. This is likely to be due to the location of the site outside of Alton, with a very limited number and range of local facilities available within a 10/15-min walk or cycle.
- **H2 (Lasham)** is the lowest ranking site, ranking tenth in all options and both sensitivities, except Option 3 10-min sensitivity, where it ranks ninth. This is likely to be due to the location of the site, with a very limited number and range of local facilities available within a 10/15-min walk or cycle.

A.12.3 – The ranking of the remaining four sites (H1, H9, H6 and H8) changes significantly across options and sensitivity tests.

- **H1 (Four Marks)** remains consistent when applying 10-min isochrones, but ranges between fifth and seventh position when applying 15-min isochrones. This is likely to be due to the small variety of facilities within a 15-min walk or cycle, but these being ATE core facilities.
- **H9 (Bordon)** remains consistent when

applying 10 and 15-min isochrones, but significantly changes in ranking (from fourth to eighth) when applying Options 1/2 versus Option 3, respectively. This is likely to be due to a moderate variety of facilities within the local area, but a lack of ATE core facilities.

- **H6 (Durrants)** ranges between third position (Options 1 and 2, 15-min sensitivity) and fifth (Options 1 and 2, 10-min sensitivity). This is likely to be due to the location of the site on the edge of Havant, with a small range of facilities available within a 10-min walk or cycle, but a wider range available within a further 5-min walk or cycle.
- **H8 (Bentley)** ranges between third position (Option 3, 15-min sensitivity) and eighth (Options 1 and 2, 10-min sensitivity). This is likely to be due to the location of the site in relatively close proximity (15-min walk or cycle) of ATE core facilities, but a very limited variety of facilities within a 10-min walk or cycle.

Appendix A - Accessibility Study Methodology Options and Worked Examples

Conclusions

Weighting/ Scoring Options

- The application of Options 1 and 2 seems to lead to the same ranking, however Option 2 provides a simpler methodology.
- Options 1 & 2 apply only relative scoring, while Option 3 applies both relative scoring (50% of weighting based on social functions) and absolute scoring (50% of weighting based on ATE core facilities).
- Options 1 & 2 benefit sites with good provision and variety of all facilities, while Option 3 benefit sites with 'core' facilities (as prescribed in ATE guidance).

A.12.5 – It is concluded that Options 2 and 3 require further consideration.

Isochrones

- Sites affected by the application of 10min verses 15min isochrone sensitivity tests were mainly edge of town locations, which tend to score higher in the 15min sensitivity. At wider level (full 'honeycomb' grid), it is not expected that this would lead to different outcomes in applying the tool.
- Applying 10min isochrones is in line with key guidance on '20-minute Neighbourhoods' and the concept of local living, and in line with maximum walking distance to key facilities – refer to page 23.

A.12.5 – It is concluded that the 10min isochrones should be taken forward.

Weighting / Scoring Option	+	-
1	<ul style="list-style-type: none"> • Considers all facilities agreed as part of the Accessibility Study Workshop • Considers relative scoring of facilities within EHDC 	<ul style="list-style-type: none"> • Suggests some social function are more important than others.
2	<ul style="list-style-type: none"> • Like Option 1, but provides a simplified methodology 	<ul style="list-style-type: none"> • Does not consider the proportion of trips generated by each social function (however this does not affect ranking in the ten worked examples)
3	<ul style="list-style-type: none"> • Considers all facilities agreed as part of the Accessibility Study Workshop, as well as 'core' facilities prescribed in ATE Guidance. • Considers both absolute scoring (ATE Core facilities) and relative scoring (all facilities) 	<ul style="list-style-type: none"> • Does not consider the proportion of trips generated by each social function (however this does not affect ranking in the ten worked examples)
Isochrones	+	-
10 min	<ul style="list-style-type: none"> • In line with 20-minute Neighbourhood Guide • In line with ATE Guidance • In line with Sustrans Walkable Neighbourhoods research • In line with "walkable neighbourhood" catchment set out in 'Planning for Walking, CIHT, 2015'. 	<ul style="list-style-type: none"> • Not in line with 15-min city research
15 min	<ul style="list-style-type: none"> • In line with 15-min city research • This option was initially given support during Accessibility Study Workshop 	<ul style="list-style-type: none"> • Not in line with ATE Guidance • Not in line with 20-minute Neighbourhood Guide • Not in line with Sustrans Walkable Neighbourhoods • Not in line with "walkable neighbourhood" catchment set out in 'Planning for Walking, CIHT, 2015'.

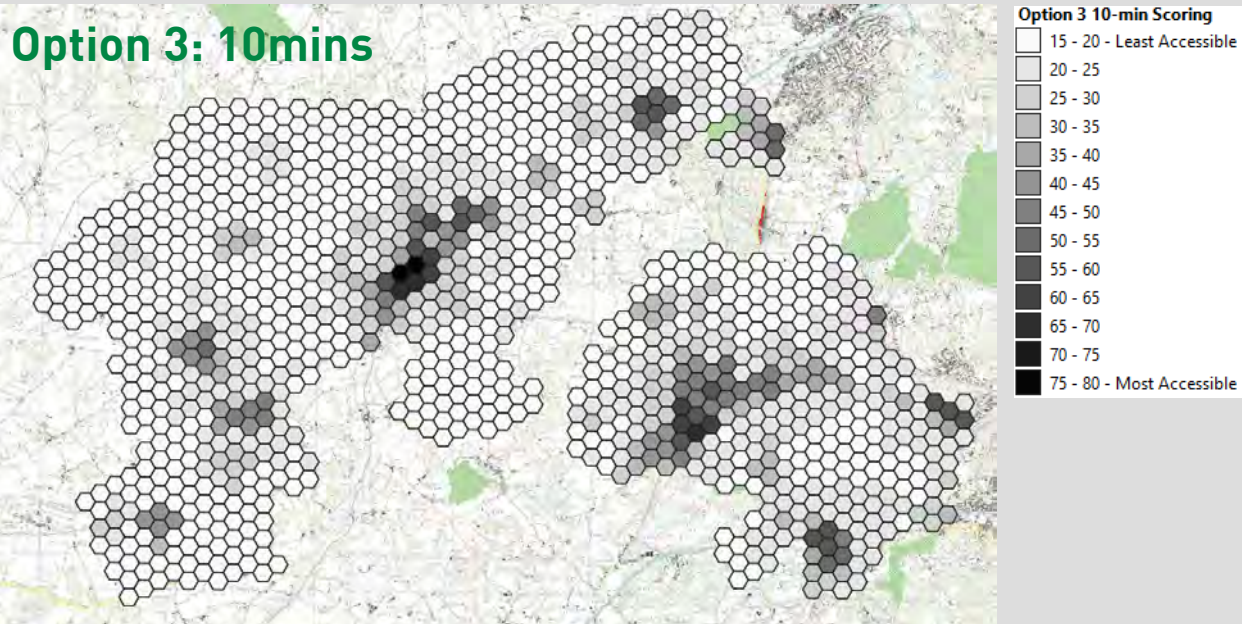
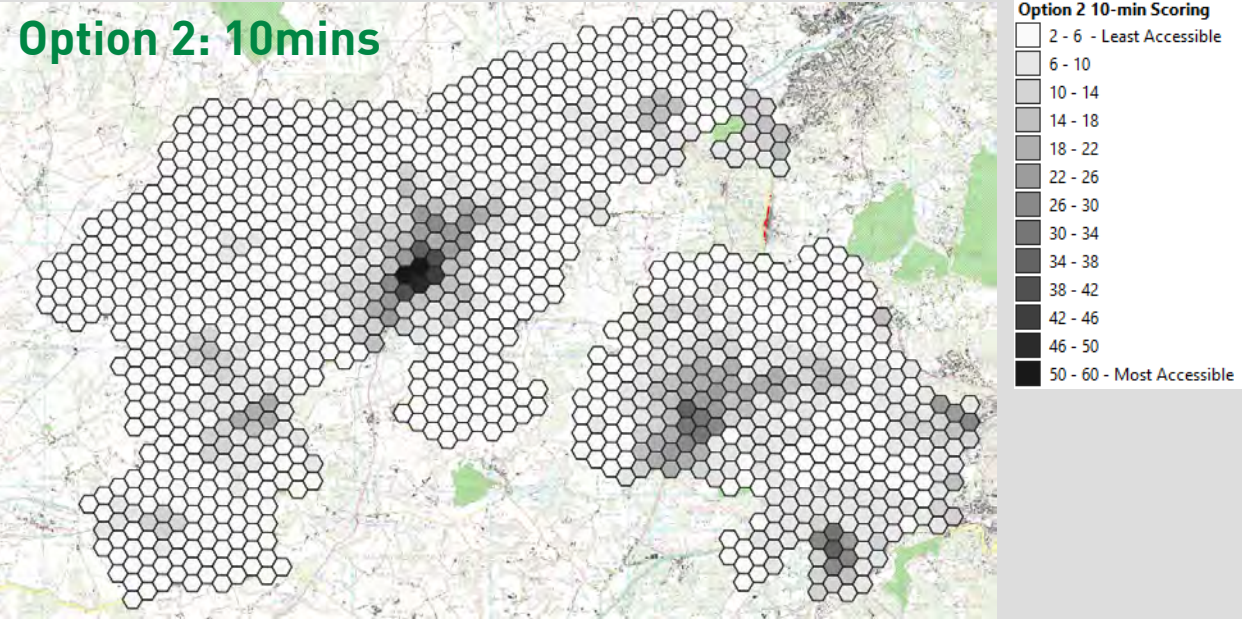
Appendix A - Accessibility Study Methodology Options and Worked Examples

Recommendations

A.12.5 – We have carried out the accessibility analysis for Options 2 and 3 for the 10min isochrones.

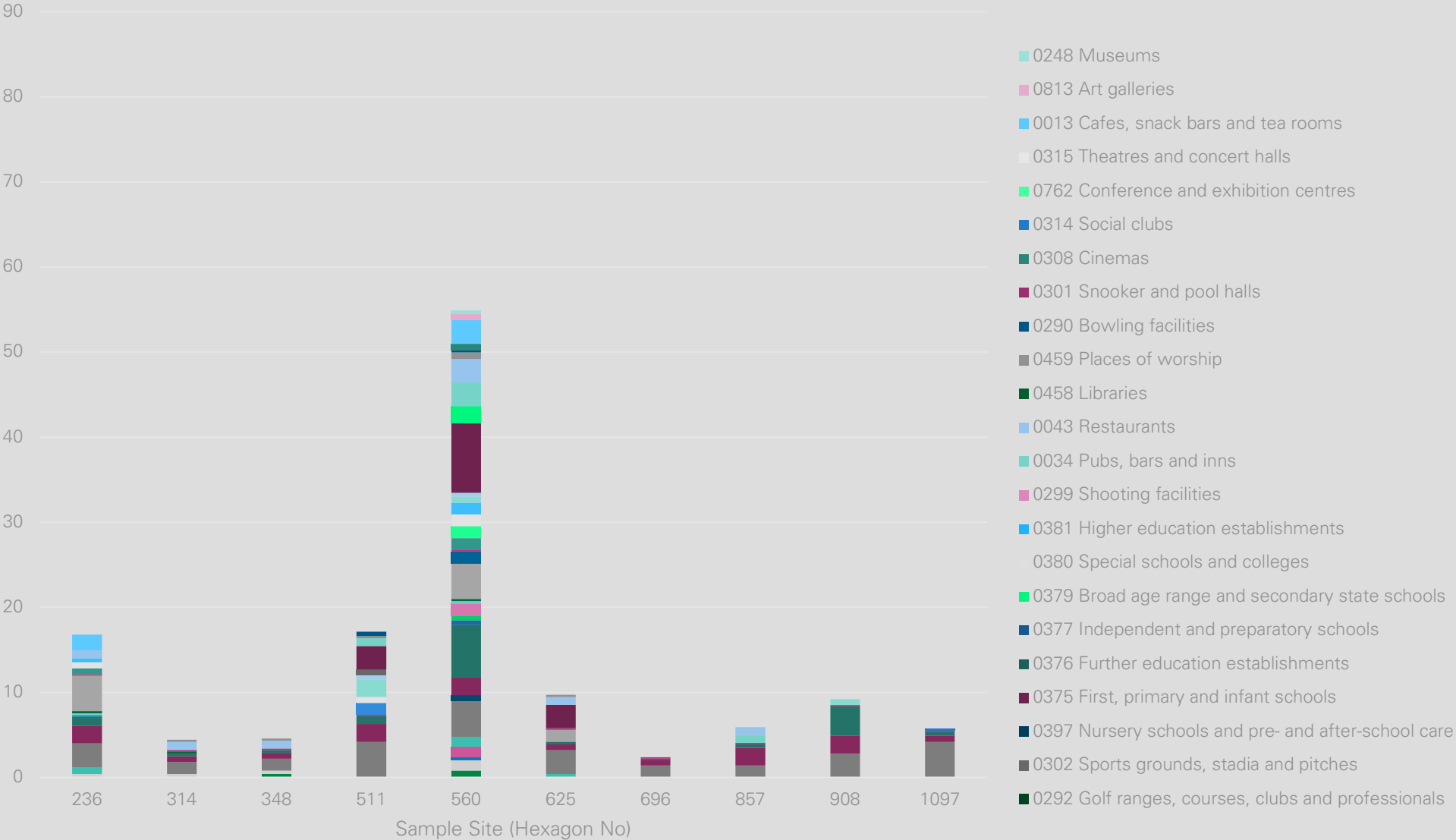
- This shows a similar scoring pattern across EHDC for Options 2 and 3.
- Option 3 is accentuated due to the ‘absolute’ scoring element (i.e. a 7.1% of the full score is assigned when there is one of each type of ATE core facility within a 10 min walk or cycle). This could result in sites with only ATE core facilities but without a wider range or choice of facilities scoring relatively high compared to Option 2. Note: In option 2 the ATE core facilities are weighted higher than other facilities, so there is already priority towards these facilities.
- In general, Options 2 and 3 result in the same sites ranking the highest and lowest. However, there are significant differences in the ranking between Options 2 and 3 for sites in the middle ranking positions.

A.12.5 – The following graphs show the scoring for the 10 min walking isochrone and the 10min cycle isochrones (based upon **Figure A.7**). These scores are then weighted and combined to provide the final accessibility score (based upon paragraph A.10).



Appendix A - Accessibility Study Methodology Options and Worked Examples

Option 2 Weighting of Facilities (10min Walk)



Option 2 Weighting of Facilities (10min Cycle)



Appendix A - Accessibility Study Methodology Options and Worked Examples

Recommendations

A.12.6 – On this basis, it is recommended that Option 2 is progressed for the purpose of the accessibility study for the following reasons:

1. It provides a more transparent and simplified approach to accessibility study, whilst still reflecting the pattern of scoring of all three options.
2. It considers the ATE core facilities are weighted higher than other facilities within each social function.

A.12.7 - There is risk with Option 3 that local living could be achieved by just the delivery of one of each ATE core facilities (a food shop; a park or green spaces; a primary schools; a post office or bank; a GP surgery; and a bus stop or railway station), as these are weighted very high in option 3. Option 2 applies a higher weighting to these ATE core facilities than to other facilities, but it does not weight the ATE core facilities as highly as option 3. Option 2 gives a stepped score for those with 1 , 2 or 3 of each facility.

APPENDIX B

POINTS OF INTEREST DATA

APPENDIX C

**White Paper – Paris Northgates Project - 15 min.
city - 30 min. territory (Chaire ETI)**

LIVING

Well-being

Surface area of accommodations
Parks and gardens
Urban density
Purchase price (land value)
Rental (rental value)
Lighting (which can be modulated)
Security (police station)
Directive 96/82/EC (proximity to an industrial site...)
Sunshine (weather/urban density/built height)
Local services (laundry/dry cleaning...)
Broadband network, 4G and +
Home care services
Shared accommodation
Shared bike stations
Bike garages
Public transport station

Sociability

Neighbors' Day
Community centers
Neighborhood associations
Nursing homes
Student accommodation

Sustainable planet

High environmental quality housing
Social housing (low-cost housing, supervised rents)
Energy strainers
Energy performance of housing
Water / energy consumption
Autoconsumption of energy
Energy cheque / Energy renovation grants
LEZ (Low-emission Zone)
Safety
Noise pollution / sound insulation
Heat island control (ALBEDO)

*Service relays
Coworking
Incubators
Associations
Workshops*

Sociability

WORKING

*CO2 footprint of daily commute
Modes of transport
Social and solidarity economy
Carpooling areas
Pay-and-ride*

Sustainable planet

*Farmers organisations
Repair café
Yard sales
Departmental Registry
Prefecture of the department
Special taxation department of the department
Corporate taxation department of the department
Family allowance fund
Town hall of the municipality
Tobacconist
Post office*

Sociability

SUPPLYING

*Solidarity grocery store
Urban agriculture
Agricultural zone
Solidarity grocery store
Urban agriculture
Agricultural zone
Short-circuit producer
Bulk grocery store
Compost collection
Collection of waste and bulky items
Recycling*

Sustainable planet

CARING

Well-being

Pharmacies
Hospital medical services
Non-hospital medical services
Non-hospital paramedical
Opticians, hearing care professionals
Vaccination center
Screening center
Health auxiliaries
Fitness rooms

Sociability

Sports associations
Swimming pools
Sports fields
Yoga (clubs, classes)
Climbing spots
Leisure bases, nautical bases
Swimming spots
Meditation (associations, centers)
Plogging
Defibrillators
Firefighters
Number of citizens trained in first aid
Fire brigade intervention
First aid centre (call centers)

Sustainable planet

Air quality
Noise / light / atmospheric pollution
Health insurance
Eco-friendly hospitals
Maternal and child protection

LEARNING

Well-being

Nursery schools
Digital institutions
Learning center
Distance learning
Elementary schools, middle schools, private and public high schools
Driving schools
Leisure centers
Size of middle schools and high schools
Number of places for young children by type of care
Number of pupils in primary and secondary schools
Successful completion of the middle school and high school graduation exams
Libraries
Studies (extracurricular time)

Sociability

Parental nurseries
Associative nurseries
Third places
Fab labs
After-school sports activities
Summer internships
Parents' association

Sustainable planet

Adult training center/institutions
Specialized education center (disabilities...)
Facilities and services for disabled adults
Priority education
Vocational retraining center
Municipal courses for adults
Orientation center
Reintegration assistance associations
School support associations

ENJOYING

Well-being

Movie theaters
Media libraries
Game libraries
Libraries
Bookstores
Exhibitions, museums
Theatres, shows, operas, concerts
Sports events

Sociability

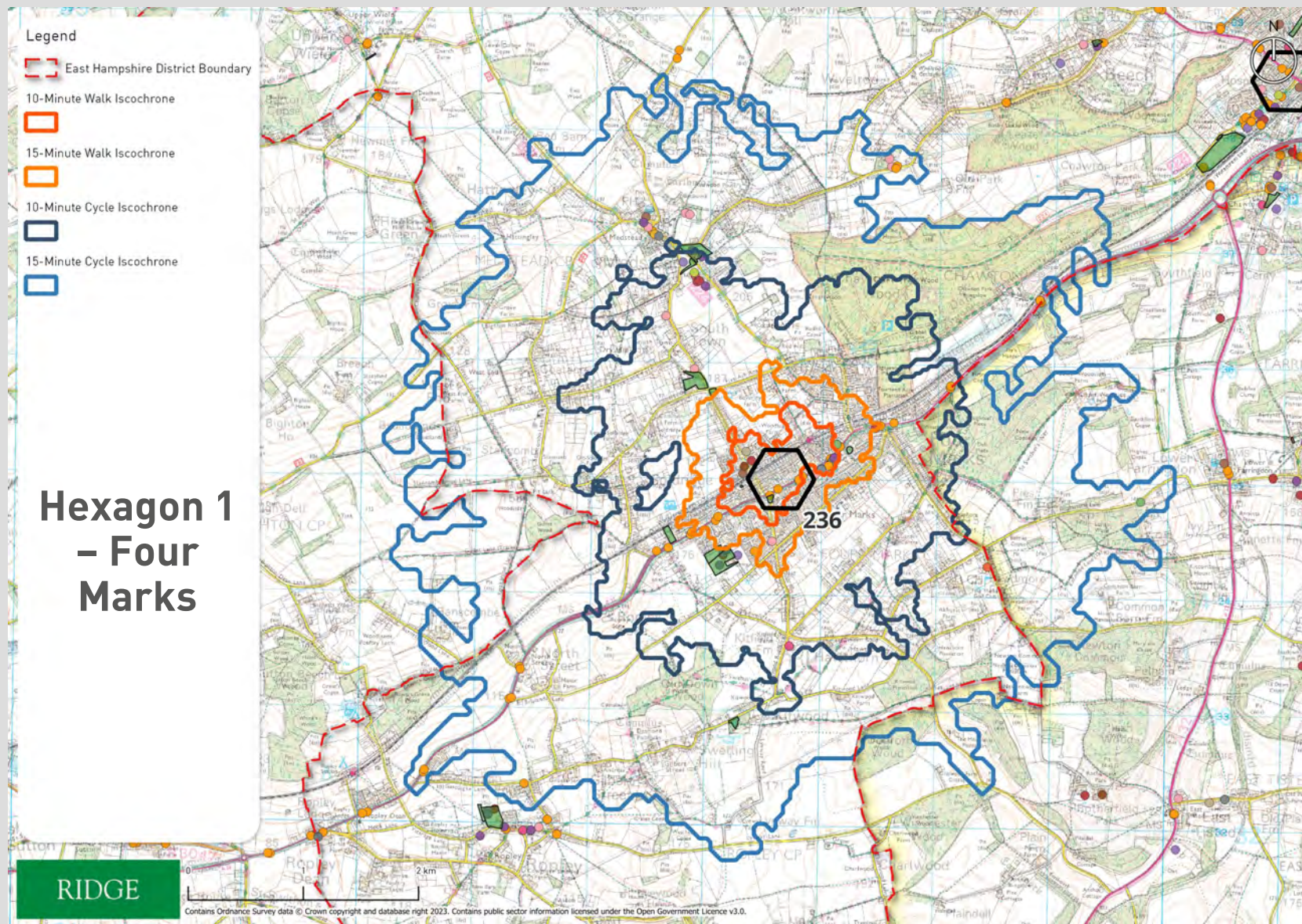
Coffee shops
Bars
Restaurants
Associations, humanitarian associations
Civic service
Places of worship
Green spaces and squares
Religion, spirituality
Children stays in the municipalities

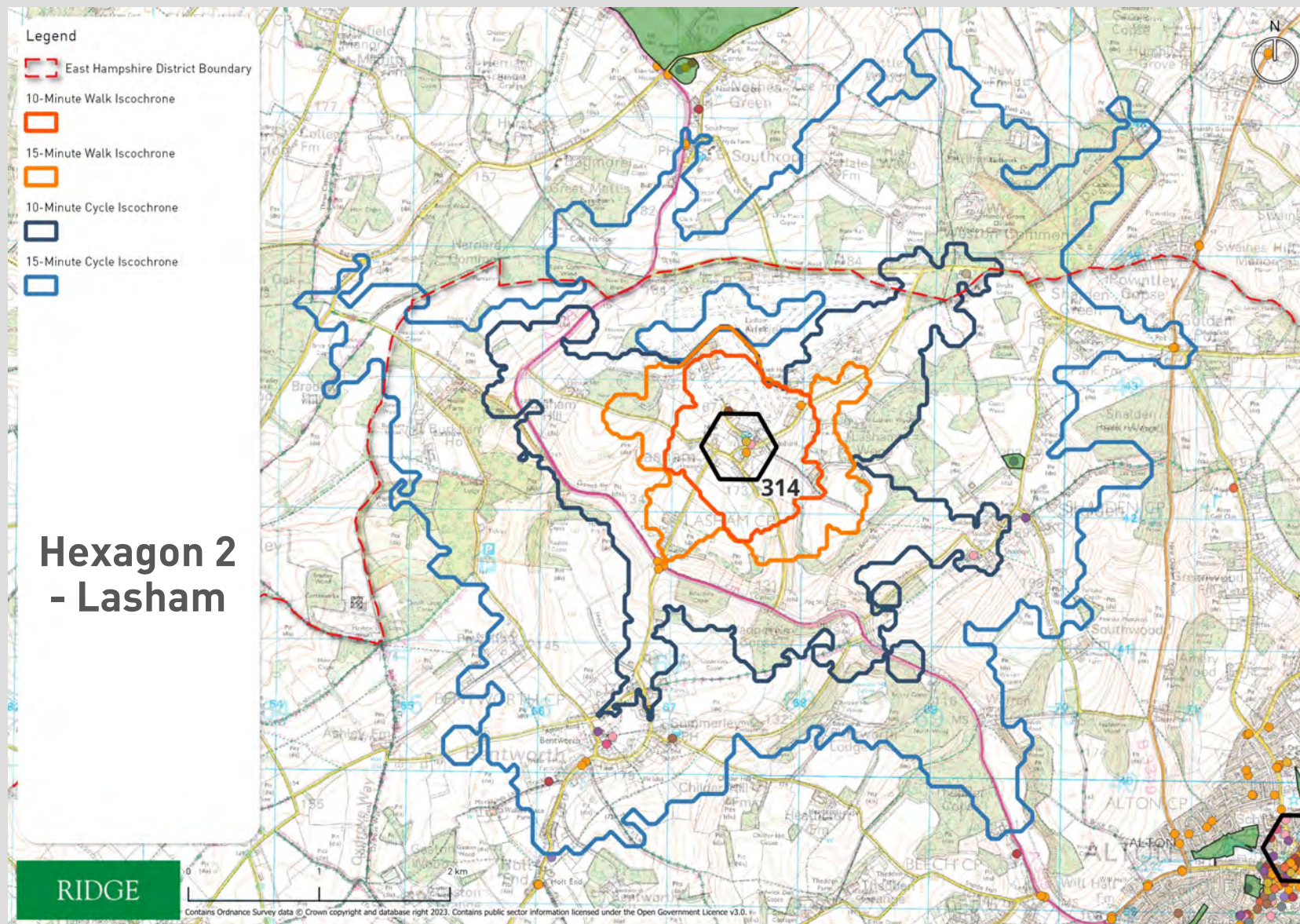
Sustainable planet

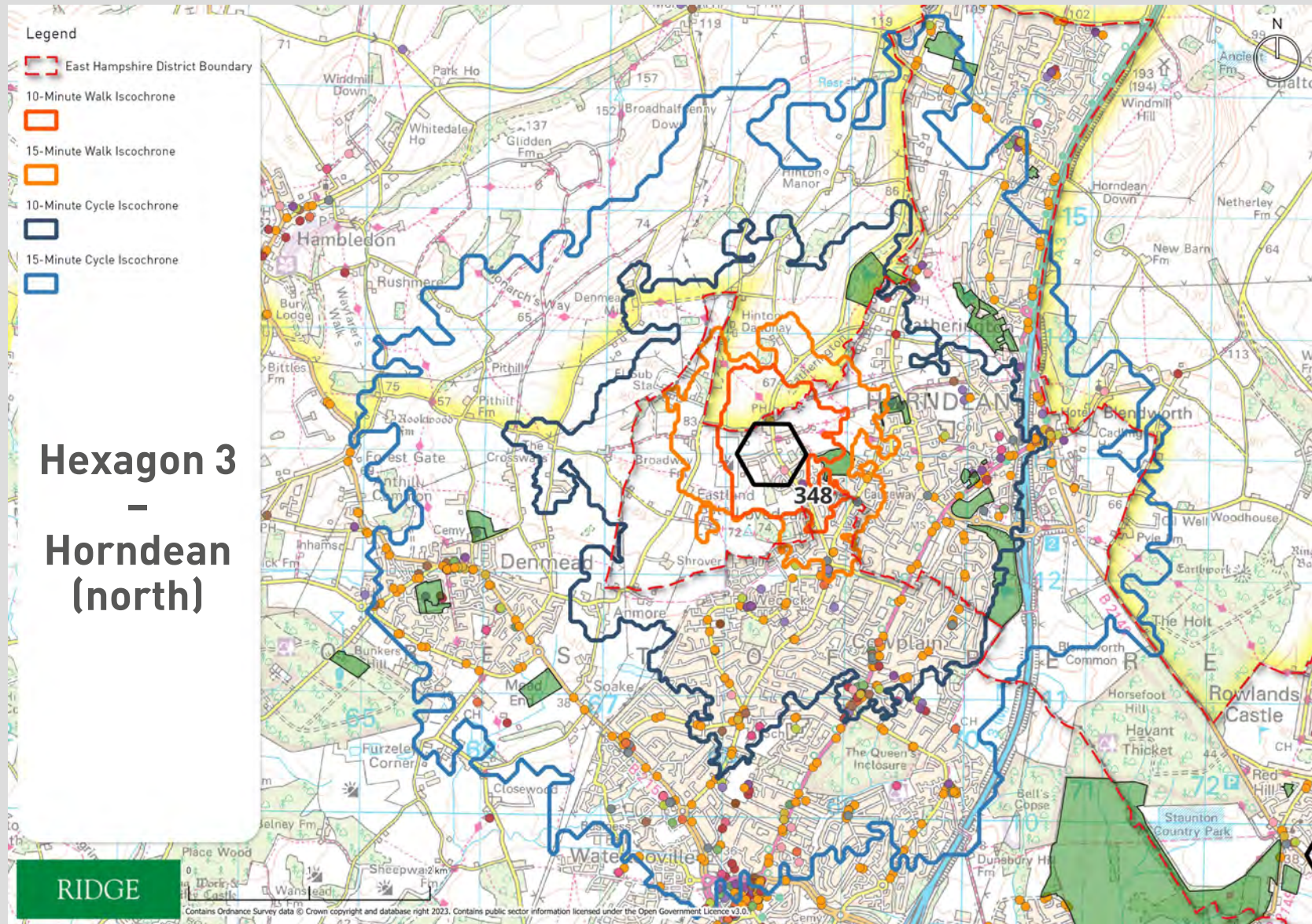
Greening
Shared gardens
Urban playgrounds
Municipal adult education courses
Orientation center
Reintegration assistance associations
School support associations

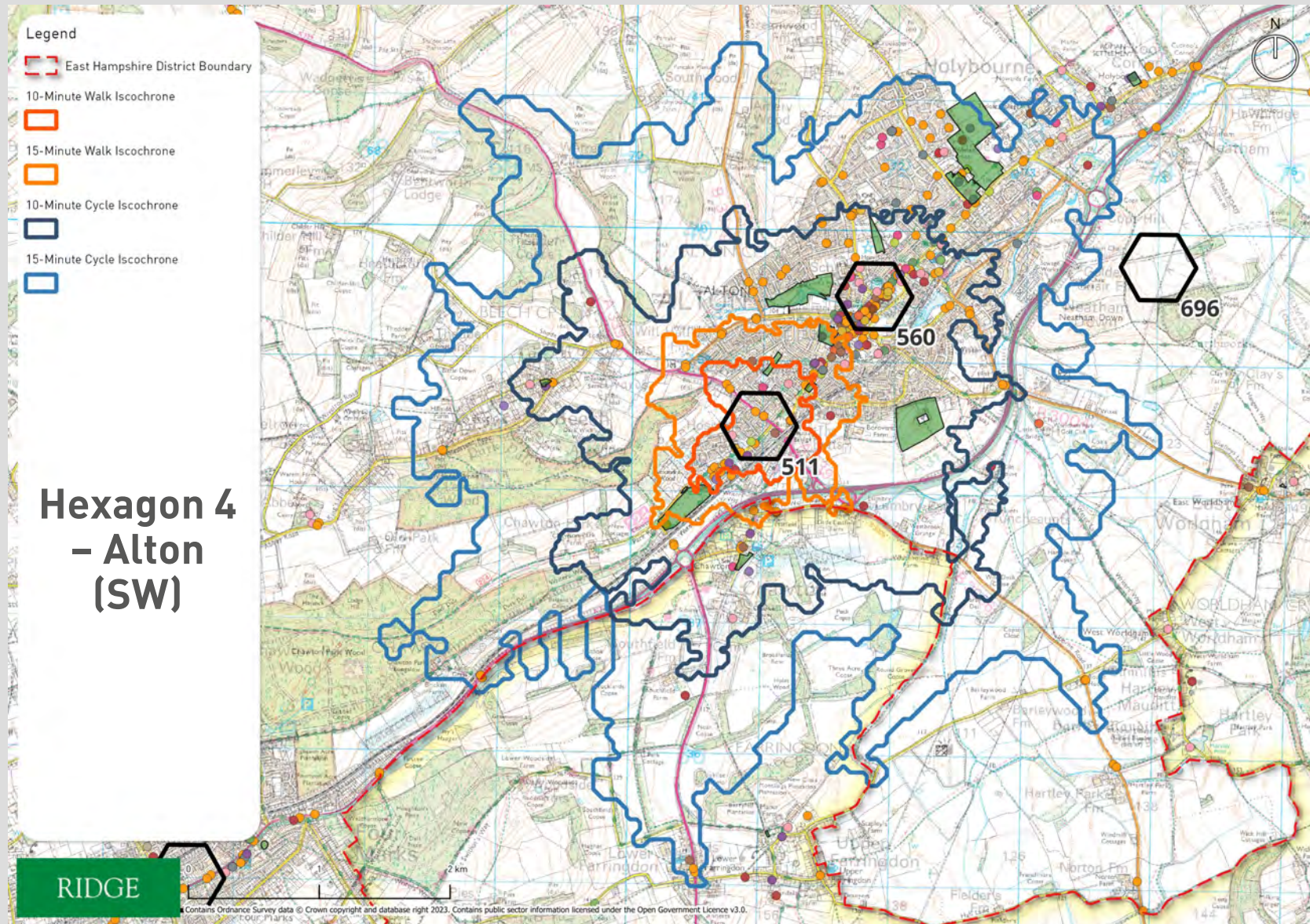
APPENDIX D

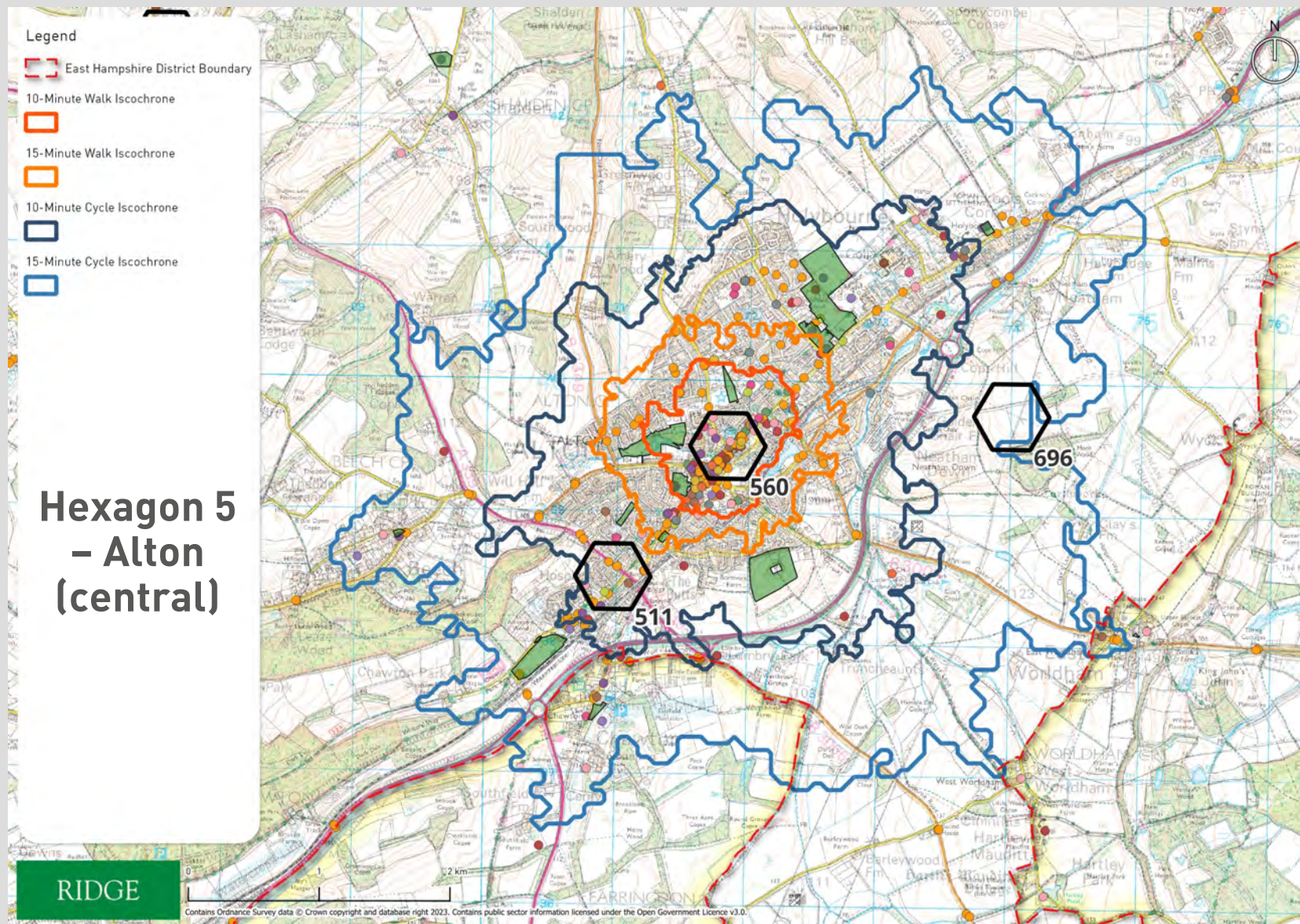
**Example Hexagons – 10 and 15-minute Walking
and Cycling Isochrones**

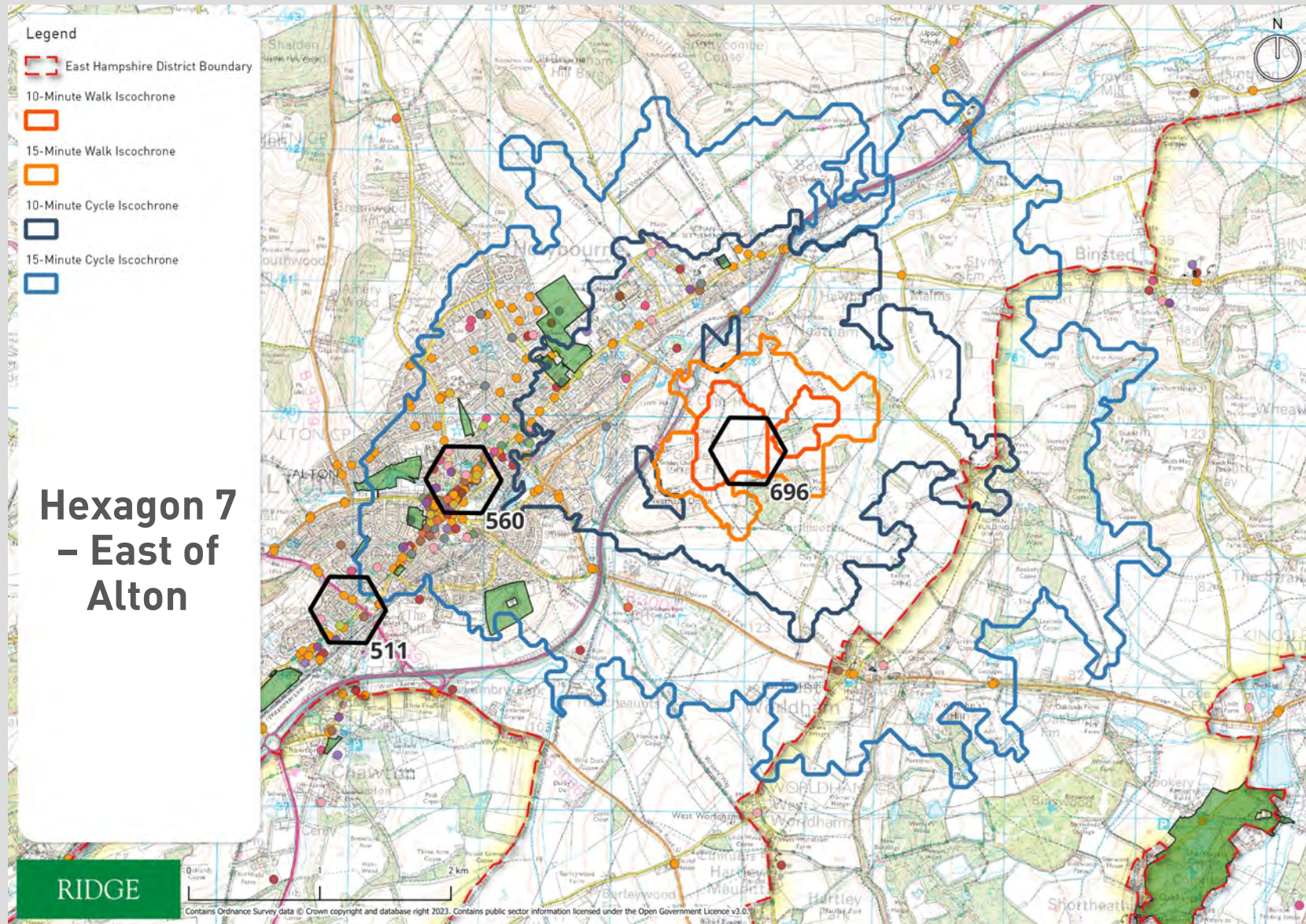


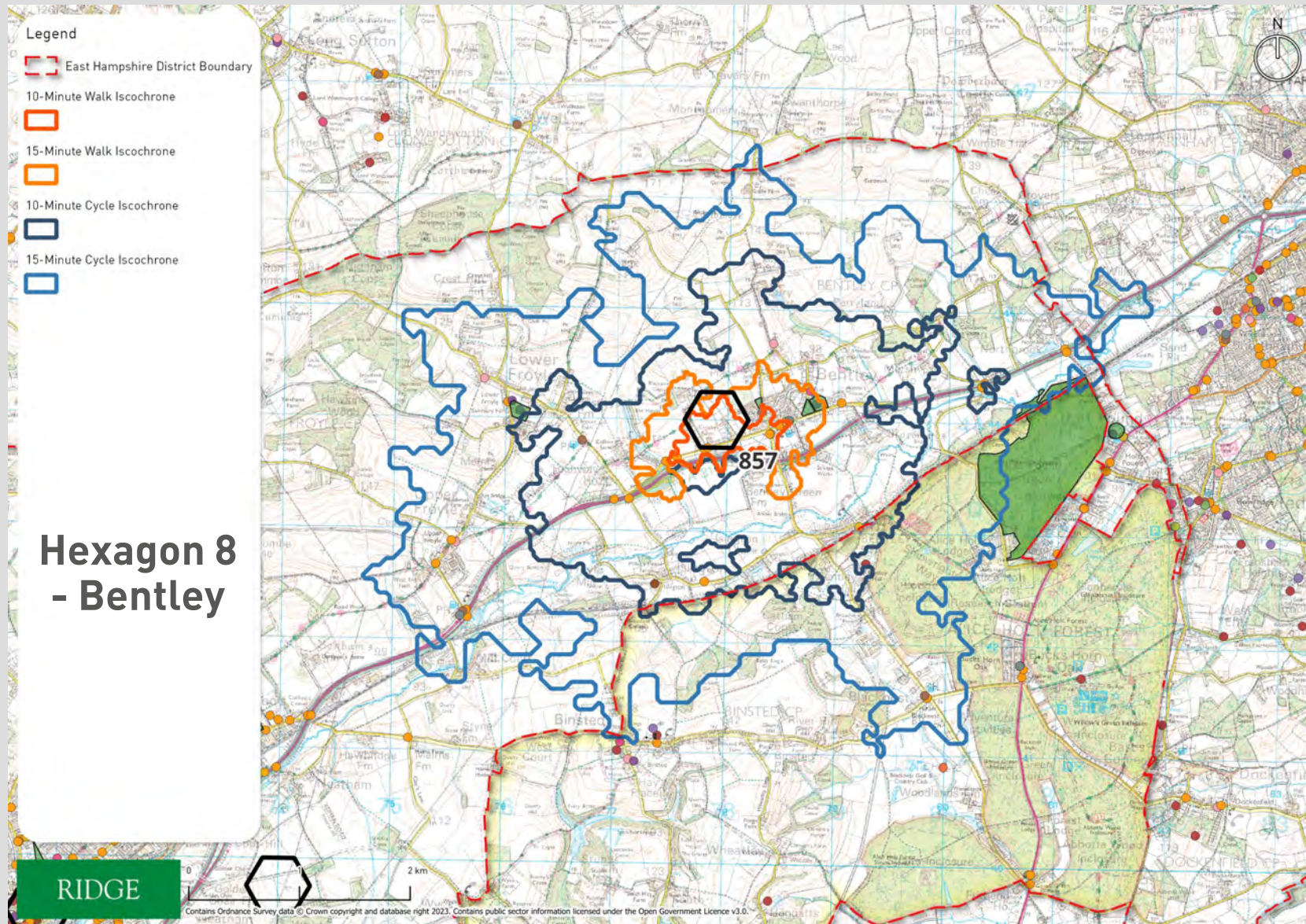


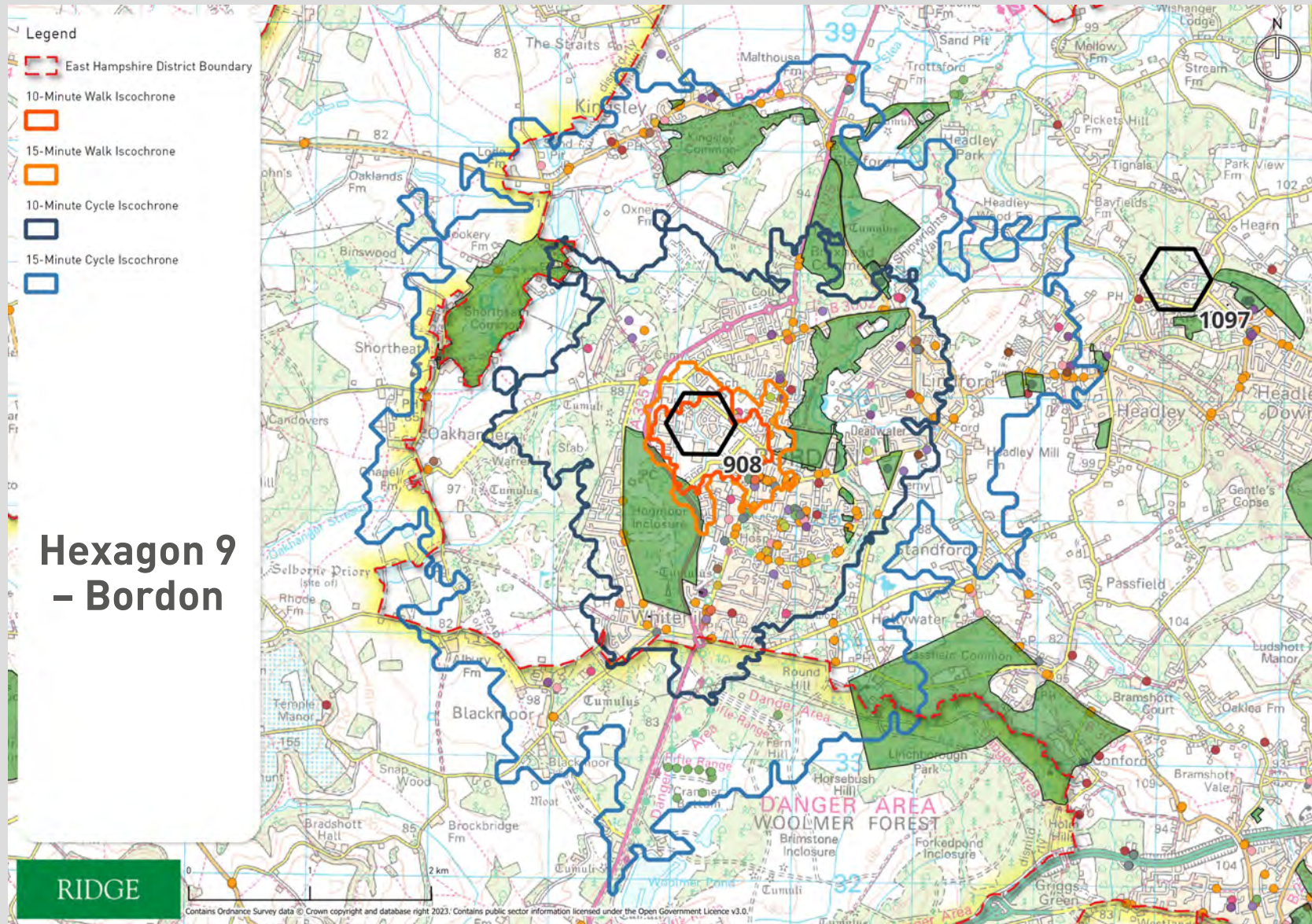


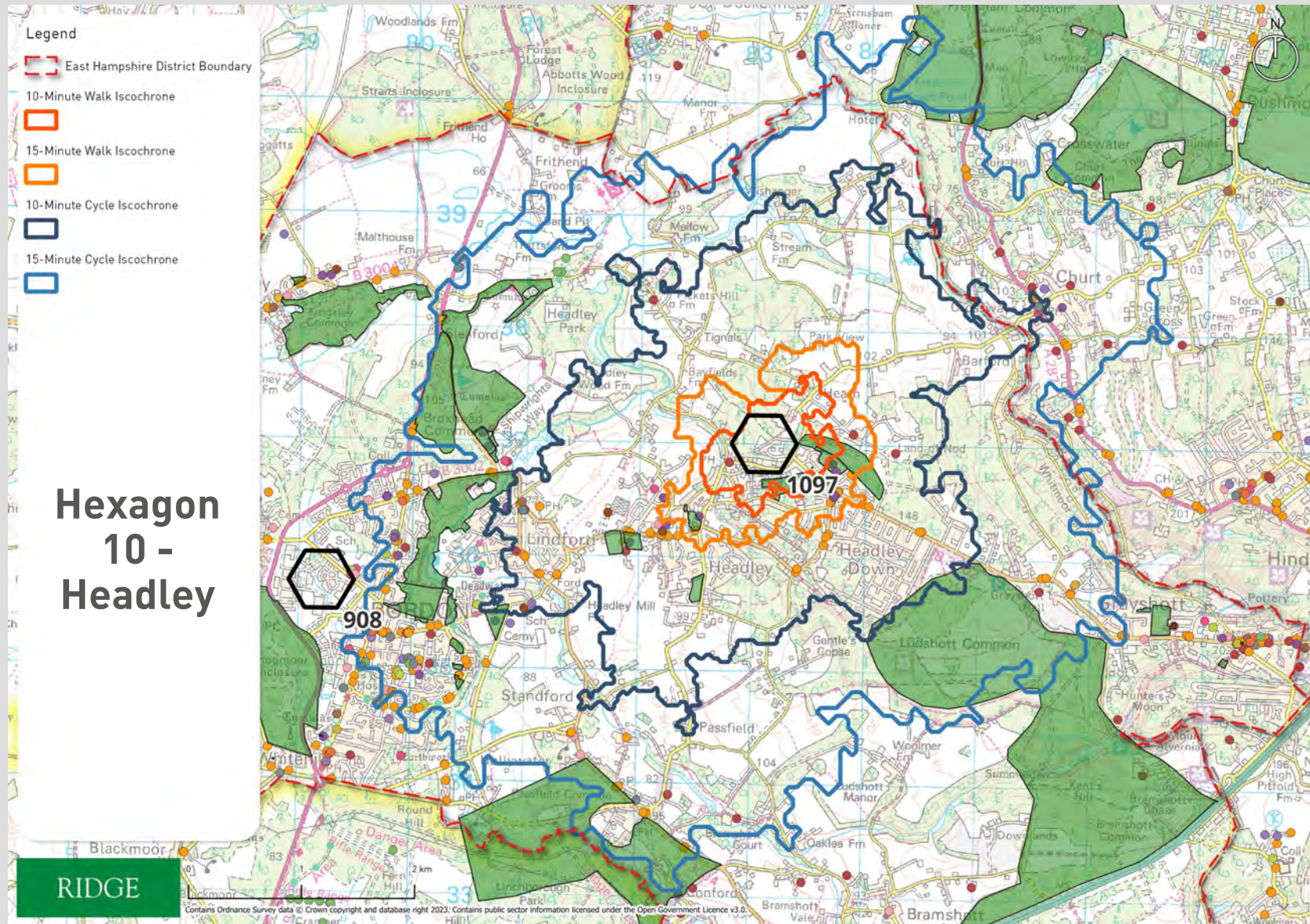












APPENDIX D

ACCESSIBILITY STUDY RESULTS (SHLAA)

CHAPTER 4: Living Locally

Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/AL-039	Alton	59	59	0	59
LAA/AL-042	Alton	59	59	0	59
LAA/AL-051	Alton	53	59	5	56
LAA/AL-050	Alton	49	53	4	51
LAA/AL-040	Alton	40	40	0	40
LAA/AL-003	Alton	40	40	0	40
LAA/AL-046	Alton	39	39	0	39
LAA/LIP-018	Liphook	38	38	0	38
LAA/LIP-022	Liphook	38	38	0	38
LAA/WHI-014	Whitehill	37	37	0	37
LAA/WHI-016	Whitehill	37	37	0	37
LAA/WHI-025	Whitehill	37	37	0	37
LAA/HD-033	Horndean	35	35	0	35
LAA/WHI-026	Whitehill	34	34	0	34
LAA/WHI-028	Whitehill	34	34	0	34
LAA/WHI-024	Whitehill	34	34	1	34
LAA/AL-013	Alton	17	43	25	30
LAA/AL-048	Alton	17	43	26	30
LAA/WHI-009	Whitehill	20	37	17	28
LAA/AL-031	Alton	28	28	0	28
LAA/AL-017	Alton	28	28	0	28
LAA/LIP-043	Liphook	27	27	0	27
LAA/WHI-017	Whitehill	17	37	19	27
LAA/AL-023	Alton	13	39	26	26
LAA/HD-016	Horndean	20	32	13	26
LAA/LIP-044	Liphook	13	38	25	25
LAA/WHI-032	Whitehill	25	25	0	25
LAA/HD-008	Horndean	21	28	7	24
LAA/CHA-008	Chawton	24	24	0	24
LAA/CL-008	Clanfield	23	23	0	23
LAA/AL-038	Alton	18	28	10	23
LAA/RC-004	Rowlands Castle	18	27	9	23
LAA/AL-037	Alton	20	25	6	22
LAA/AL-044	Alton	20	25	6	22

CHAPTER 4: Living Locally

Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/WHI-027	Whitehill	22	22	0	22
LAA/WHI-005	Whitehill	13	31	19	22
LAA/LIN-004	Linford	19	25	6	22
LAA/FM-032	Four Marks	21	21	0	21
LAA/WHI-002	Whitehill	16	25	8	21
LAA/WHI-023	Whitehill	19	21	2	20
LAA/WHI-020	Whitehill	4	37	33	20
LAA/WHI-004	Whitehill	20	20	0	20
LAA/AL-054	Alton	12	28	17	20
LAA/HD-004	Horndean	11	28	17	19
LAA/AL-041	Alton	13	25	12	19
LAA/HD-009	Horndean	17	21	4	19
LAA/FM-008	Four Marks	19	19	0	19
LAA/HD-032	Horndean	19	19	0	19
LAA/AL-011	Alton	15	22	7	19
LAA/AL-012	Alton	15	22	7	19
LAA/CHA-003	Chawton	13	24	12	19
LAA/AL-007	Alton	19	19	0	19
LAA/AL-018	Alton	14	23	9	18
LAA/HD-036	Horndean	18	18	0	18
LAA/AL-002	Alton	13	23	10	18
LAA/AL-025	Alton	12	25	13	18
LAA/RC-007	Rowlands Castle	17	19	2	18
LAA/HEA-019	Headley	18	18	0	18
LAA/AL-059	Alton	13	23	10	18
LAA/BEN-006	Bentley	18	18	0	18
LAA/BEN-010	Bentley	18	18	0	18
LAA/AL-058	Alton	18	18	0	18
LAA/HEA-018	Headley	3	31	28	17
LAA/CHA-002	Chawton	10	24	14	17
LAA/WOR-004	Worldham	17	17	0	17
LAA/RC-006	Rowlands Castle	17	17	0	17
LAA/RC-002	Rowlands Castle	15	18	3	17
LAA/FM-002	Four Marks	15	19	4	17
LAA/RC-001	Rowlands Castle	15	18	3	17

CHAPTER 4: Living Locally

Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/BEN-003	Bentley	17	17	0	17
LAA/BEN-004	Bentley	17	17	0	17
LAA/BEN-013	Bentley	17	17	0	17
LAA/AL-028	Alton	17	17	0	17
LAA/RC-013	Rowlands Castle	15	18	3	17
LAA/HD-021	Horndean	7	26	19	17
LAA/CL-001	Clanfield	11	22	11	16
LAA/BEN-005	Bentley	15	18	3	16
LAA/HD-024	Horndean	7	25	18	16
LAA/HD-034	Horndean	12	21	9	16
LAA/BEN-009	Bentley	15	17	1	16
LAA/AL-019	Alton	15	17	2	16
LAA/AL-010	Alton	9	22	13	16
LAA/HD-020	Horndean	12	19	6	15
LAA/WHI-019	Whitehill	12	19	7	15
LAA/BEN-018	Bentley	15	15	0	15
LAA/HD-006	Horndean	12	18	6	15
LAA/AL-001	Alton	15	15	0	15
LAA/HEA-013	Headley	14	17	3	15
LAA/HD-025	Horndean	11	19	8	15
LAA/BEN-011	Bentley	15	15	0	15
LAA/BIN-005	Binsted	13	17	3	15
LAA/AL-014	Alton	13	17	4	15
LAA/AL-004	Alton	15	15	0	15
LAA/AL-033	Alton	15	15	0	15
LAA/HD-005	Horndean	12	18	5	15
LAA/AL-024	Alton	15	15	0	15
LAA/AL-047	Alton	15	15	0	15
LAA/HEA-005	Headley	8	21	13	15
LAA/WHI-030	Whitehill	9	20	11	15
LAA/HD-010	Horndean	7	22	14	14
LAA/HEA-003	Headley	8	21	13	14
LAA/RC-005	Rowlands Castle	9	19	10	14
LAA/MED-004	Medstead	8	20	12	14
LAA/MED-011	Medstead	11	18	7	14

CHAPTER 4: Living Locally

Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/ROP-009	Ropley	14	14	0	14
LAA/MED-023	Medstead	13	14	1	14
LAA/BIN-002	Binsted	11	17	6	14
LAA/LIP-012	Liphook	14	14	0	14
LAA/ROP-024	Ropley	14	14	0	14
LAA/AL-034	Alton	5	22	17	14
LAA/WOR-003	Worldham	12	15	3	14
LAA/HD-031	Horndean	8	20	12	14
LAA/HD-018	Horndean	13	13	0	13
LAA/HD-022	Horndean	13	13	0	13
LAA/BEE-010	Beech	11	16	4	13
LAA/MED-017	Medstead	13	13	0	13
LAA/AL-029	Alton	10	16	6	13
LAA/HD-015	Horndean	13	13	0	13
LAA/AL-056	Alton	9	17	9	13
LAA/FM-011	Four Marks	7	19	12	13
LAA/FM-043	Four Marks	7	19	12	13
LAA/FM-041	Four Marks	7	19	12	13
LAA/FM-028	Four Marks	6	19	12	13
LAA/FM-031	Four Marks	6	19	12	13
LAA/FM-042	Four Marks	6	19	12	13
LAA/AL-005	Alton	10	16	6	13
LAA/WHI-011	Whitehill	13	13	0	13
LAA/MED-015	Medstead	11	14	4	13
LAA/HD-042	Horndean	11	14	4	12
LAA/BEN-017	Bentley	8	17	9	12
LAA/BIN-012	Binstead	8	17	8	12
LAA/ROP-005	Ropley	10	14	3	12
LAA/HD-029	Horndean	11	13	3	12
LAA/AL-009	Alton	5	19	13	12
LAA/BIN-009	Binsted	6	18	11	12
LAA/BIN-010	Binsted	6	18	11	12
LAA/LIP-006	Liphook	11	13	2	12
LAA/AL-035	Alton	9	15	6	12
LAA/RC-003	Rowlands Castle	8	15	7	12

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Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/RC-010	Rowlands Castle	8	15	7	12
LAA/WHI-010	Whitehill	8	15	7	12
LAA/WHI-012	Whitehill	8	15	8	12
LAA/WHI-013	Whitehill	8	15	8	12
LAA/LIP-038	Liphook	9	14	4	12
LAA/MED-006	Medstead	5	18	12	11
LAA/WHI-007	Whitehill	7	15	8	11
LAA/HD-013	Horndean	10	13	3	11
LAA/HD-014	Horndean	10	13	3	11
LAA/BEE-011	Beech	10	12	2	11
LAA/BEN-008	Bentley	5	18	13	11
LAA/LIP-037	Liphook	9	14	5	11
LAA/FM-027	Four Marks	11	11	0	11
LAA/FM-037	Four Marks	11	11	0	11
LAA/FM-013	Four Marks	11	11	0	11
LAA/GRY-006	Grayshott	10	12	2	11
LAA/CL-002	Clanfield	11	11	0	11
LAA/FM-016	Four Marks	10	12	2	11
LAA/FM-029	Four Marks	11	11	0	11
LAA/LIP-048	Liphook	8	14	6	11
LAA/HD-011	Horndean	8	13	5	11
LAA/HD-027	Horndean	11	11	0	11
LAA/HD-026	Horndean	11	11	0	11
LAA/HD-002	Horndean	11	11	0	11
LAA/FM-012	Four Marks	6	15	8	11
LAA/AL-020	Alton	9	13	4	11
LAA/BIN-011	Binsted	4	18	14	11
LAA/BEN-014	Bentley	11	11	0	11
LAA/LIP-011	Liphook	11	11	0	11
LAA/LIP-032	Liphook	11	11	0	11
LAA/WOR-002	Worldham	4	17	13	10
LAA/ROP-021	Ropley	10	10	0	10
LAA/FM-026	Four Marks	9	11	2	10
LAA/FM-022	Four Marks	9	11	2	10
LAA/HD-043	Horndean	7	13	6	10

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Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/HD-030	Horndean	7	13	6	10
LAA/HD-001	Horndean	7	13	6	10
LAA/FM-020	Four Marks	9	11	3	10
LAA/WHI-033	Whitehill	7	13	5	10
LAA/MED-024	Medstead	8	12	4	10
LAA/ROP-008	Ropley	5	14	9	10
LAA/ROP-012	Ropley	5	14	9	10
LAA/WHI-008	Whitehill	6	13	6	10
LAA/LIP-041	Liphook	8	11	3	9
LAA/WHI-022	Whitehill	9	9	0	9
LAA/LIP-023	Liphook	8	11	3	9
LAA/LIP-020	Liphook	8	11	3	9
LAA/CL-003	Clanfield	7	11	4	9
LAA/LIP-017	Liphook	8	10	2	9
LAA/LIP-003	Liphook	9	9	0	9
LAA/RC-012	Rowlands Castle	8	9	1	9
LAA/LIP-019	Liphook	8	10	2	9
LAA/MED-009	Medstead	9	9	1	9
LAA/FM-021	Four Marks	8	9	1	9
LAA/AL-021	Alton	9	9	0	9
LAA/HEA-010	Headley	7	10	4	9
LAA/MED-010	Medstead	9	9	0	9
LAA/MED-028	Medstead	8	9	1	9
LAA/LIP-029	Liphook	7	9	2	8
LAA/LIP-045	Liphook	8	9	1	8
LAA/ROP-016	Ropley	5	11	6	8
LAA/MED-026	Medstead	5	12	7	8
LAA/MED-027	Medstead	5	12	7	8
LAA/MED-022	Medstead	5	12	7	8
LAA/BEE-001	Beech	7	10	4	8
LAA/BEE-009	Beech	7	10	4	8
LAA/ROP-007	Ropley	3	14	11	8
LAA/MED-002	Medstead	8	9	1	8
LAA/MED-030	Medstead	8	9	1	8
LAA/BEE-002	Beech	8	8	0	8

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Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/FM-015	Four Marks	6	10	4	8
LAA/MED-003	Medstead	8	9	1	8
LAA/MED-016	Medstead	8	9	1	8
LAA/MED-025	Medstead	8	8	0	8
LAA/MED-007	Medstead	8	8	0	8
LAA/FM-025	Four Marks	6	9	3	8
LAA/MED-005	Medstead	8	8	1	8
LAA/LIP-021	Liphook	8	8	0	8
LAA/MED-018	Medstead	5	11	6	8
LAA/MED-021	Medstead	5	11	6	8
LAA/CHA-004	Chawton	5	10	5	8
LAA/RC-009	Rowlands Castle	3	13	10	8
LAA/WHI-021	Whitehill	7	8	1	8
LAA/MED-008	Medstead	7	8	0	8
LAA/BEN-015	Bentley	7	8	2	7
LAA/HD-041	Horndean	7	7	0	7
LAA/FM-030	Four Marks	3	11	8	7
LAA/ROP-002	Ropley	6	8	2	7
LAA/CHA-007	Chawton	2	12	9	7
LAA/CHA-005	Chawton	2	12	9	7
LAA/GRY-004	Grayshott	4	10	6	7
LAA/BEN-019	Bentley	3	11	8	7
LAA/BEN-007	Bentley	3	11	8	7
LAA/FM-004	Four Marks	7	7	0	7
LAA/FM-005	Four Marks	7	7	0	7
LAA/FM-033	Four Marks	7	7	0	7
LAA/FM-040	Four Marks	7	7	0	7
LAA/MED-014	Medstead	5	9	4	7
LAA/MED-012	Medstead	7	7	0	7
LAA/FRY-001	Froyle	4	9	5	7
LAA/BTW-001	Bentworth	6	7	1	7
LAA/KIN-007	Kingsley	7	7	0	7
LAA/KIN-001	Kingsley	7	7	0	7
LAA/KIN-003	Kingsley	7	7	0	7
LAA/KIN-009	Kingsley	7	7	0	7

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Accessibility Results

Site Ref	Parish	Min Score	Max Score	Score range	Average Score
LAA/KIN-008	Kingsley	7	7	0	7
LAA/BTW-002	Bentworth	6	6	0	6
LAA/FM-039	Four Marks	6	6	0	6
LAA/CHA-006	Chawton	2	10	8	6
LAA/FRY-002	Froyle	6	6	0	6
LAA/ROP-027	Ropley	6	6	0	6
LAA/FM-023	Four Marks	6	6	0	6
LAA/FM-036	Four Marks	6	6	0	6
LAA/WHI-031	Whitehill	4	8	4	6
LAA/ROP-013	Ropley	6	6	0	6
LAA/ROP-015	Ropley	5	5	0	5
LAA/FM-001	Four Marks	3	7	4	5
LAA/ROP-017	Ropley	5	6	1	5
LAA/SEL-007	Selborne	5	5	0	5
LAA/MED-019	Medstead	5	5	0	5
LAA/LIP-009	Liphook	5	5	0	5
LAA/ROP-006	Ropley	5	5	0	5
LAA/ROP-020	Ropley	5	5	1	5
LAA/ROP-023	Ropley	5	5	0	5
LAA/SEL-006	Selborne	4	5	1	5
LAA/FM-018	Four Marks	3	6	3	5
LAA/ROP-010	Ropley	3	6	3	5
LAA/BEE-007	Beech	3	6	3	4
LAA/ROP-026	Ropley	4	4	0	4
LAA/BTW-006	Bentworth	4	5	1	4
LAA/LAS-001	Lasham	4	5	1	4
LAA/ROP-018	Ropley	3	6	3	4
LAA/BEE-005	Beech	3	4	1	3
LAA/FM-035	Four Marks	3	3	0	3
LAA/BEE-008	Beech	3	4	1	3

APPENDIX E

Daily Facilities Within a 10 min Walk

Site Name	Site_ref	Average	Living	Parks and Green Spaces	Public Transport	Other	Working	Supplying	Supermarkets and convenience stores	Other	Caring	Clinics, Chemists and pharmacists	Hospitals, dental surgeries and optometrists	Sports	Learning	0397 Nursery schools and pre- and after-school care	0375 First, primary and infant schools	0376 Further education establishments	0377 Independent and preparatory schools	0379 Broad age range and secondary state schools	0380 Special schools and colleges	0381 Higher education establishments	Enjoying	Indoor meeting places	Other
Forest Centre, Bordon	LAA/WHI-024	34	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Chalk Hill Road, Horndean	LAA/HD-008	24	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✓
Travis Perkins, Alton	LAA/CHA-008	24	✓	✓	✓	✓	✗	✓	✗	✓	✓	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land south of Little Leigh Farm	LAA/RC-004	21	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	✗	✓	✗	✗	✓	✗	✓
32 Telegraph Lane, Four Marks	LAA/FM-008	19	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓	✓	✓
White Dirt Farm, Horndean	LAA/HD-009	19	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land at Deerleap (south)	LAA/RC-007	18	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✓	✓	✓
Land at Alton Sewage Treatment Works	LAA/AL-058	18	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗
Land at Cottage Farm	LAA/HD-021	17	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✓	✓
Wilson Road, Alton	LAA/WOR-004	17	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗
Land at Deerleap (north)	LAA/RC-006	17	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✓	✓	✓
Land at Oaklands House	LAA/RC-001	17	✓	✓	✓	✓	✗	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land south of Five Heads Road	LAA/HD-004	17	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	✓	✓	✓
Land west of Rectory Lane, Bentley	LAA/BEN-005	16	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✗
Land west of Manor Lodge Road	LAA/RC-013	16	✓	✓	✓	✓	✗	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land at Glebe House, School lane, Bentley	LAA/BEN-018	15	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✗
Land at Beech Hill Road	LAA/HEA-013	15	✓	✓	✓	✓	✗	✓	✓	✓	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✓	✗	✓
Woodcroft Farm	LAA/HD-024	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✓	✓	✓
Land west of Station Road, Bentley	LAA/BEN-011	15	✓	✓	✓	✗	✗	✓	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗
Land north of Fullers Road, Rowledge	LAA/BIN-005	15	✓	✓	✓	✗	✗	✓	✗	✗	✓	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✗
Land at Drift Road, Clanfield	LAA/HD-010	15	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	✓	✗	✓	✓	✓
Land adjacent to Hatch House Farm	LAA/HEA-005	15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✓	✗	✓	✓	✓
Lion Court, Farnham Road	LAA/WHI-019	14	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
Land at Lynch Hill, Alton	LAA/BIN-008	14	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	✗	✓	✓	✓	✓	✗	✗	✓	✗	✓	✓	✗	✗
Whitehill & Bordon	LAA/WHI-020	14	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗	✗	✓	✓	✓
Land rear of Junipers, Medstead	LAA/MED-011	14	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✓	✓	✓
Old Kiln Farm	LAA/BIN-002	14	✓	✓	✓	✗	✗	✓	✗	✗	✓	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✗
Land west of Headley Road, Liphook	LAA/LIP-012	14	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗
Land west of Old Odiham Road	LAA/AL-029	13	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗	✗	✗	✗	✓	✓	✗
Land west of Hole Lane	LAA/BEN-017	13	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✗
Land at Whitewdown Lane	LAA/BEE-010	13	✓	✓	✓	✓	✗	✓	✓	✗	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✓	✓	✗
Land at Coldhill Copse	LAA/HD-015	13	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✓

Site Name	Site_ref	Average	Living	Parks and Green Spaces	Public Transport	Other	Working	Supplying	Supermarkets and convenience stores	Other	Caring	Clinics, Chemists and pharmacists	Hospitals, dental surgeries and optometrists	Sports	Learning	0397 Nursery schools and pre- and after-school care	0375 First, primary and infant schools	0376 Further education establishments	0377 Independent and preparatory schools	0379 Broad age range and secondary state schools	0380 Special schools and colleges	0381 Higher education establishments	Enjoying	Indoor meeting places	Other
Land off Hollywater and Whitehill Road	LAA/HEA-018	12	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	0	0	0	✓	0	✓	✓	✓
Land at Brick Kiln Lane and Basingstoke Road	LAA/AL-005	12	✓	✓	✓	0	0	✓	0	0	✓	✓	0	0	✓	0	✓	0	0	0	0	0	✓	✓	0
Lucky-Lite Caravan Storage, Catherington Business Park, Catherington Lane	LAA/HD-029	12	✓	✓	✓	✓	0	✓	0	✓	✓	0	0	✓	✓	0	0	0	✓	0	0	0	0	0	✓
Land north of Liphook	LAA/LIP-038	12	✓	✓	✓	0	0	✓	0	0	✓	0	0	✓	✓	0	✓	0	0	0	0	0	0	0	0
Land at Wyards Farm	LAA/BEE-011	11	✓	✓	✓	✓	0	0	0	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Land south of Winchester Road	LAA/FM-013	11	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Land at 131 Winchester Road	LAA/FM-016	11	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Clanfield County Farms	LAA/CL-002	11	✓	✓	✓	0	0	✓	0	0	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0
Land at Blackberry Lane & Alton Lane	LAA/FM-041	11	✓	✓	✓	✓	0	0	✓	✓	✓	✓	✓	0	0	0	0	0	0	0	0	0	0	0	0
The Dairy, Roads Hill	LAA/HD-027	11	✓	✓	✓	✓	0	✓	0	0	✓	0	0	0	0	0	0	0	✓	0	0	0	0	0	0
Parsonage Farm	LAA/HD-002	11	✓	✓	✓	✓	0	✓	0	0	0	0	0	0	✓	0	0	0	✓	0	0	0	0	0	0
Lowsley House, 131 to 133 Headley Road	LAA/LIP-037	11	✓	✓	✓	0	0	✓	0	0	✓	0	0	✓	✓	0	✓	0	0	0	0	0	0	0	0
Land at Haslemere Road, Liphook	LAA/LIP-011	11	✓	✓	✓	✓	0	0	0	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Fordlands	LAA/FM-022	10	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	✓	0	✓	0	0	0	0	0	0	0	0
Land rear of 191-211 Lovedean Lane	LAA/HD-001	10	✓	✓	✓	✓	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land north of Haslemere Road	LAA/LIP-005	10	✓	✓	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land South East of Liphook	LAA/LIP-041	10	✓	✓	✓	0	✓	✓	0	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Land at Penally Farm	LAA/LIP-014	9	✓	✓	✓	0	0	✓	0	0	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Chiltley Farm, Liphook	LAA/LIP-017	9	✓	✓	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land West of Lymington Bottom Road	LAA/MED-026	9	✓	✓	✓	0	✓	✓	0	0	0	✓	0	✓	0	0	0	0	0	0	0	0	0	0	0
Land west of Lymington Barn	LAA/MED-022	8	✓	✓	✓	0	0	✓	0	0	✓	✓	0	0	0	0	0	0	0	0	0	0	0	0	0
Land rear of 97-103 Blackberry Lane	LAA/FM-015	8	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Land at Neatham Manor Farm	LAA/BIN-011	8	✓	✓	✓	0	✓	✓	0	0	0	0	0	0	✓	0	0	0	0	0	0	✓	0	0	0
Land north of Cedar Stables, Medstead	LAA/MED-021	8	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Gibbs lane	LAA/WHI-021	8	✓	✓	✓	0	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Winchester Road	LAA/FM-030	7	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Land west of Telegraph Lane and south of Alton Lane, Four Marks	LAA/FM-005	7	✓	✓	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chawton Park	LAA/CHA-007	7	✓	✓	✓	0	0	✓	0	0	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0
Top Field land adjacent to Glebe Fields	LAA/BTW-001	7	✓	✓	✓	✓	0	✓	0	0	✓	0	0	0	✓	0	✓	0	0	0	0	0	0	0	0
Land at the corner of Church Street and Ashley Road	LAA/BTW-002	6	✓	✓	✓	✓	0	✓	0	0	✓	0	0	✓	✓	0	✓	0	0	0	0	0	0	0	0
Land at Middle Common, Headley Down	LAA/HEA-011	6	✓	✓	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land at Five Acres, Ropley	LAA/ROP-010	5	✓	✓	✓	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	0	0	✓	0	0

CHAPTER 5: Living Locally Accessibility Analysis

Table 5.4 – Sites With Wide Ranging Living Locally Accessibility Score - Summary of Lowest Scoring Hexagon within Each Site (10 min walk)

SITE NAME	SITE REFERENCE	AVERAGE HEXAGON SCORE	LIVING	PARKS AND GREEN SPACES	PUBLIC TRANSPORT	OTHER	WORKING	SUPPLYING	SUPERMARKETS AND CONVENIENCE STORES	OTHER	CARING	CLINICS, CHEMISTS AND PHARMACISTS	HOSPITALS, DENTAL SURGERIES AND OPTOMETRISTS	SPORTS	LEARNING	0397 NURSERY SCHOOLS AND PRE- AND AFTER-SCHOOL CARE	0375 FIRST, PRIMARY AND INFANT SCHOOLS	0376 FURTHER EDUCATION ESTABLISHMENTS	0377 INDEPENDENT AND PREPARATORY SCHOOLS	0379 BROAD AGE RANGE AND SECONDARY STATE SCHOOLS	0380 SPECIAL SCHOOLS AND COLLEGES	0381 HIGHER EDUCATION ESTABLISHMENTS	ENJOYING	INDOOR MEETING PLACES	OTHER
Land south of Five Heads Road	LAA/HD-004	11	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Land adjacent to Hatch House Farm	LAA/HEA-005	8	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Land at Drift Road, Clanfield	LAA/HD-010	7	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Land at Cottage Farm	LAA/HD-021	7	✓	✓	✓	✓	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
Woodcroft Farm	LAA/HD-024	7	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
Land at Blackberry Lane & Alton Lane	LAA/FM-041	7	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Land at Lynch Hill, Alton	LAA/BIN-008	6	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Winchester Road	LAA/FM-030	3	✓	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
Total missing key facilities			0	0	0	7	8	0	8	0	8	8	8	8	8	8	8	8	8	8	8	8	6	8	6