

## TRANSPORT

### MTRA2 Settlement: NEW ALRESFORD

Each of the sites put forward as part of the Council's Strategic Housing Site Availability Assessment (SHLAA) has been assessed using the same procedure to ensure a consistent and coherent approach across the settlements in the District. Each site has its own 'Site Assessment – Transport' (SAT) sheet.

The transport assessments have been used to evaluate the SHLAA sites' potential for development and as a guide to selecting the most suitable sites. The selection process, however, incorporates a number of other planning and environmental considerations. So, whilst some sites may be rated 'Good' in transport terms, they may not be suitable for development for other reasons. Similarly, sites with inferior transport ratings may score more highly against other considerations. The key piece of information on each SAT sheet is the overall 'Accessibility' rating.

#### Accessibility Rating

All the SHLAA sites have been assessed to give an overall 'Accessibility' rating. For the purposes of this assessment, 'Accessibility' is defined as the site's proximity (using average walking distances from the furthest part of the site) to **public transport, local shops and services and primary schools**. The rating bands are –

0 - 400m	Excellent
400 - 800m	Good
800m - 1600m	Adequate
Over 1600m	Poor

The rating for each site is shown on the accompanying **Transport Accessibility Map**.

#### Why is Accessibility rating important?

If a site is reasonably close to a range of goods, facilities and services, and other conditions (e.g. provision of footways etc.) are favourable, then trips are more likely to be made by modes of travel other than the private vehicle. Using the same objective criteria allows for an equitable and consistent method of assessment.

#### Individual Accessibility Ratings

The SATs also include an assessment and rating for each of the individual services. The assessment criteria (distances) for public transport are slightly reduced from those used for shops & services and primary schools. This is because where access to public transport is the first part of a longer journey, users will therefore only willingly walk a shorter distance (time) as part of that longer journey. The categories in this instance are -

	0 - 400m	400 - 800m	800 -1600m	Over 1600m
<b>Public transport*</b>	Excellent	Adequate	Limited	Poor
<b>Local shops &amp; services</b>	Excellent	Good	Adequate	Poor
<b>Primary schools</b>	Excellent	Good	Adequate	Poor

\*Defined as a bus route with at least one bus per hour to locations with a wider range of goods, services, education, employment, etc. than found in the local centre.

### **Pedestrian links**

The SATs also include a brief evaluation of the pedestrian links to the range of facilities under consideration. This is a simple assessment of the local network of footways which would provide access using the following criteria -

Footway widths mainly:	<u>&lt;1.2m</u>	<u>1.2 – 1.5m</u>	<u>1.5 – 2m</u>	<u>Over 2m</u>
	Poor	Adequate	Good	Excellent

### **Summary**

Where appropriate, a note at the bottom of each SAT sheet provides further explanation and detailed comment on some of the issues.

### **Other Notes**

The SAT sheets also provide information on possible housing numbers and trip generations. This was used as a guide for more comprehensive transportation assessments that may be required if the site be taken forward as an allocation in Local Plan Part 2. It should not be taken as an actual indication of the number of dwellings that a site could accommodate, as other factors relating to the development of the site would affect that consideration.

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b> <b>NEW ALRESFORD</b>	<b>Site ref:</b> <b>277</b>
<b>Prev LP No.:</b> <b>16/51</b>	<b>Site Size (Ha):</b> <b>31.62</b>
<b>Housing Units (30 per Ha):</b> <b>949</b>	<b>Potential trips (all day):</b> <b>6640</b>
<b>Average distance to facilities:</b> <b>1033</b> metres	<b>Pk trips in:</b> <b>365</b>
<b>'ACCESSIBILITY' rating:</b> <b>ADEQUATE</b>	<b>Pk trips out:</b> <b>199</b>
<b>Strategic sized site - HCC would deal</b>	<b>Pk Hr trips:</b> <b>564</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	Sun Lane
	Secondary access could be provided via	Sun Lane
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Some impact
<b>Vehicles</b>	Is vehicle speed data available?	
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	30 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	good
<b>Cycles</b>	Cycle access to and around the site is	good

<b>Public Transport</b>	Nearest bus stops and services are	1100 metres away
	Pedestrian links to the bus stops are	good
Assessment of access to and provision of bus services		Access to bus services, at between 800 & 1600 metres from the site, is limited and would suggest that other sites could be

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	1300 metres away
	Pedestrian links to the shops & facilities are	good
Assessment of access to local centre, shops and facilities		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.

<b>Local Primary Schools</b>	Nearest local primary schools are	700 metres away
	Pedestrian links to the local schools are	good
Assessment of access to local primary schools		Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.

Site Summary / Additional Notes	
Site requirements: development is likely to need	major works on and off site
<p><b>There are highway issues with this site.</b> This is a strategic sized site and would be dealt with by HCC. Comments previously made as part of the 2006 Local Plan Review highlight the issues present with this site (see attached supplementary note). Whilst HCC did not direct an objection, it was made clear that certain problems with the access would need to be overcome.</p>	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b> <b>NEW ALRESFORD</b>	<b>Site ref:</b> <b>2533</b>
<b>Prev LP No.:</b>	<b>Site Size (Ha):</b> <b>1.18</b>
<b>Housing Units (30 per Ha):</b> <b>35</b>	<b>Potential trips (all day):</b> <b>248</b>
<b>Average distance to facilities:</b> <b>500</b> metres	<b>Pk trips in:</b> <b>14</b>
<b>'ACCESSIBILITY' rating:</b> <b>GOOD</b>	<b>Pk trips out:</b> <b>7</b>
	<b>Pk Hr trips:</b> <b>21</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	B3047 Bishops Sutton Road
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Little impact
<b>Vehicles</b>	Is vehicle speed data available?	
	Existing speed limits - primary access	60 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	100 metres away
	Pedestrian links to the bus stops are	good
Assessment of access to and provision of bus services		Access to bus services is within 400 metres of the site, which is considered excellent.

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	500 metres away
	Pedestrian links to the shops & facilities are	adequate
Assessment of access to local centre, shops and facilities		Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.

<b>Local Primary Schools</b>	Nearest local primary schools are	900 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.

Site Summary / Additional Notes	
Site requirements: development is likely to need	minor works on and off site
<p><b>No overriding transport issues.</b> Whilst the No. 64 bus route passes along the site frontage, new stops would be required to serve the site. There are existing footways linking to the town centre, though these would benefit from improvement and upgrading to a better width.</p>	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b>	<b>NEW ALRESFORD</b>	<b>Site ref:</b>	<b>2123</b>	
<b>Prev LP No.:</b>		<b>Site Size (Ha):</b>	<b>0.14</b>	
<b>Housing Units (30 per Ha):</b>	<b>4</b>	<b>Potential trips (all day):</b>	<b>29</b>	
<b>Average distance to facilities:</b>	<b>333</b>	metres	<b>Pk trips in:</b>	<b>2</b>
<b>'ACCESSIBILITY' rating:</b>	<b>EXCELLENT</b>		<b>Pk trips out:</b>	<b>1</b>
			<b>Pk Hr trips:</b>	<b>2</b>

### Site Overview

<b>Access</b>	Primary access could be provided via	Station Road
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	No impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	good
<b>Cycles</b>	Cycle access to and around the site is	good

<b>Public Transport</b>	Nearest bus stops and services are	200	metres away
	Pedestrian links to the bus stops are	good	
Assessment of access to and provision of bus services	Access to bus services is within 400 metres of the site, so provision is considered excellent.		

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	100	metres away
	Pedestrian links to the shops & facilities are	good	
Assessment of access to local centre, shops and facilities	Access to these facilities is within 400 metres, which is considered excellent and presents no difficulties in site development terms.		

<b>Local Primary Schools</b>	Nearest local primary schools are	700	metres away
	Pedestrian links to the local schools are	good	
Assessment of access to local primary schools	Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.		

### Site Summary / Additional Notes

Site requirements: development is likely to need	minor works on and off site
<b>No Issues</b> - Existing town centre brownfield site (Post Office / Telephone Exchange)	

## SITE ASSESSMENT - TRANSPORT

Settlement: <b>NEW ALRESFORD</b>	Site ref: <b>276</b>
Prev LP No.:	Site Size (Ha): <b>0.67</b>
Housing Units (30 per Ha): <b>20</b>	Potential trips (all day): <b>141</b>
Average distance to facilities: <b>600</b> metres	Pk trips in: <b>8</b>
'ACCESSIBILITY' rating: <b>GOOD</b>	Pk trips out: <b>4</b>
	Pk Hr trips: <b>12</b>

### Site Overview

<b>Access</b>	Primary access could be provided via	Arle Gardens
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Little impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	good
<b>Cycles</b>	Cycle access to and around the site is	good

<b>Public Transport</b>	Nearest bus stops and services are	400 metres away
	Pedestrian links to the bus stops are	good
Assessment of access to and provision of bus services		Access to bus services is within 400 metres of the site, so provision is considered excellent.

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	400 metres away
	Pedestrian links to the shops & facilities are	good
Assessment of access to local centre, shops and facilities		Access to these facilities is within 400 metres, which is considered excellent and presents no difficulties in site development terms.

<b>Local Primary Schools</b>	Nearest local primary schools are	1000 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.

### Site Summary / Additional Notes

Site requirements: development is likely to need	minor works on and off site
<b>No overriding transport issues</b> - site is close to town facilities.	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b> <b>NEW ALRESFORD</b>	<b>Site ref:</b> <b>2535</b>
<b>Prev LP No.:</b>	<b>Site Size (Ha):</b> <b>0.64</b>
<b>Housing Units (30 per Ha):</b> <b>19</b>	<b>Potential trips (all day):</b> <b>134</b>
<b>Average distance to facilities:</b> <b>500</b> metres	<b>Pk trips in:</b> <b>7</b>
<b>'ACCESSIBILITY' rating:</b> <b>GOOD</b>	<b>Pk trips out:</b> <b>4</b>
	<b>Pk Hr trips:</b> <b>11</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	The Dean
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	No impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	excellent
<b>Cycles</b>	Cycle access to and around the site is	good

<b>Public Transport</b>	Nearest bus stops and services are	300 metres away
	Pedestrian links to the bus stops are	excellent
Assessment of access to and provision of bus services		Access to bus services is within 400 metres of the site, so provision is considered excellent.

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	300 metres away
	Pedestrian links to the shops & facilities are	excellent
Assessment of access to local centre, shops and facilities		Access to these facilities is within 400 metres, which is considered excellent and presents no difficulties in site development terms.

<b>Local Primary Schools</b>	Nearest local primary schools are	900 metres away
	Pedestrian links to the local schools are	good
Assessment of access to local primary schools		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.

Site Summary / Additional Notes	
Site requirements: development is likely to need	minor works on and off site
<b>No overriding transport issues</b> - brownfield site, close to town facilities.	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b> <b>NEW ALRESFORD</b>	<b>Site ref:</b> <b>2534</b>
<b>Prev LP No.:</b>	<b>Site Size (Ha):</b> <b>0.76</b>
<b>Housing Units (30 per Ha):</b> <b>23</b>	<b>Potential trips (all day):</b> <b>160</b>
<b>Average distance to facilities:</b> <b>400</b> metres	<b>Pk trips in:</b> <b>9</b>
<b>'ACCESSIBILITY' rating:</b> <b>EXCELLENT</b>	<b>Pk trips out:</b> <b>5</b>
	<b>Pk Hr trips:</b> <b>14</b>

### Site Overview

<b>Access</b>	Primary access could be provided via	The Dean
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	No impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	excellent
<b>Cycles</b>	Cycle access to and around the site is	good

<b>Public Transport</b>	Nearest bus stops and services are	200 metres away
	Pedestrian links to the bus stops are	excellent
Assessment of access to and provision of bus services	Access to bus services is within 400 metres of the site, which is considered excellent.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	200 metres away
	Pedestrian links to the shops & facilities are	excellent
Assessment of access to local centre, shops and facilities	Access to these facilities is within 400 metres, which is considered excellent and presents no difficulties in site development terms.	

<b>Local Primary Schools</b>	Nearest local primary schools are	800 metres away
	Pedestrian links to the local schools are	good
Assessment of access to local primary schools	Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.	

### Site Summary / Additional Notes

Site requirements: development is likely to need	minor works on and off site
<b>No overriding transport issues</b> - brownfield site, close to town facilities.	

## SITE ASSESSMENT - TRANSPORT

Settlement: <b>NEW ALRESFORD</b>	Site ref: <b>278</b>
Prev LP No.:	Site Size (Ha): <b>6.95</b>
Housing Units (30 per Ha): <b>209</b>	Potential trips (all day): <b>1460</b>
Average distance to facilities: <b>900</b> metres	Pk trips in: <b>80</b>
'ACCESSIBILITY' rating: <b>ADEQUATE</b>	Pk trips out: <b>44</b>
<b>Strategic sized site - HCC would deal</b>	Pk Hr trips: <b>124</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	The Avenue
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Severe impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	40 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	700 metres away
	Pedestrian links to the bus stops are	adequate
Assessment of access to and provision of bus services	Access to bus services, at between 400 & 800 metres from the site, is considered adequate.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	700 metres away
	Pedestrian links to the shops & facilities are	adequate
Assessment of access to local centre, shops and facilities	Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.	

<b>Local Primary Schools</b>	Nearest local primary schools are	1300 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools	Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.	

Site Summary / Additional Notes	
Site requirements: development is likely to need	extensive works on and off site
<p><b>No overriding transport issues, but strategic sized site would need HCC input.</b> There are existing footways linking to the town centre, though these would benefit from improvement and upgrading to a better width. It is assumed that this site would be developed after 2552 and the development of that site would incorporate the consideration of access to this site.</p>	

## SITE ASSESSMENT - TRANSPORT

Settlement: <b>NEW ALRESFORD</b>	Site ref: <b>2552</b>
Prev LP No.:	Site Size (Ha): <b>2.63</b>
Housing Units (30 per Ha): <b>79</b>	Potential trips (all day): <b>552</b>
Average distance to facilities: <b>700</b> metres	Pk trips in: <b>30</b>
'ACCESSIBILITY' rating: <b>GOOD</b>	Pk trips out: <b>17</b>
	Pk Hr trips: <b>47</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	The Avenue
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Severe impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	40 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	500 metres away
	Pedestrian links to the bus stops are	adequate
Assessment of access to and provision of bus services	Access to bus services, at between 400 & 800 metres from the site, is considered adequate.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	500 metres away
	Pedestrian links to the shops & facilities are	adequate
Assessment of access to local centre, shops and facilities	Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.	

<b>Local Primary Schools</b>	Nearest local primary schools are	1100 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools	Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.	

Site Summary / Additional Notes	
Site requirements: development is likely to need	extensive works on and off site
<p><b>No overriding transport issues, but strategic sized site would need HCC input.</b> There are existing footways linking to the town centre, though these would benefit from improvement and upgrading to a better width. It is assumed that this site would be developed in advance of site 278 and would incorporate the consideration of subsequent access to that site. It would need to be demonstrated that adequate safe access can be achieved without detriment to the existing mature trees.</p>	

## SITE ASSESSMENT - TRANSPORT

Settlement: <b>NEW ALRESFORD</b>	Site ref: <b>2532</b>
Prev LP No.:	Site Size (Ha): <b>1.21</b>
Housing Units (30 per Ha): <b>36</b>	Potential trips (all day): <b>254</b>
Average distance to facilities: <b>833</b> metres	Pk trips in: <b>14</b>
'ACCESSIBILITY' rating: <b>ADEQUATE</b>	Pk trips out: <b>8</b>
	Pk Hr trips: <b>22</b>

### Site Overview

<b>Access</b>	Primary access could be provided via	The Avenue
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Some impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	500 metres away
	Pedestrian links to the bus stops are	adequate
Assessment of access to and provision of bus services	Access to bus services is between 400 & 800 metres from the site, which is considered adequate.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	700 metres away
	Pedestrian links to the shops & facilities are	adequate
Assessment of access to local centre, shops and facilities	Access to these facilities is between 400 & 800 metres, which is considered good. Whilst not ideal, it presents no difficulties in site development terms.	

<b>Local Primary Schools</b>	Nearest local primary schools are	1300 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools	Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.	

### Site Summary / Additional Notes

Site requirements: development is likely to need	minor works on and off site
<p><b>No overriding transport issues.</b> There are existing footways linking to the town centre, though these would benefit from improvement and upgrading to a better width. It would need to be demonstrated that adequate safe access can be achieved without detriment to the existing mature trees.</p>	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b> <b>NEW ALRESFORD</b>	<b>Site ref:</b> <b>2408</b>
<b>Prev LP No.:</b>	<b>Site Size (Ha):</b> <b>2.3</b>
<b>Housing Units (30 per Ha):</b> <b>69</b>	<b>Potential trips (all day):</b> <b>483</b>
<b>Average distance to facilities:</b> <b>1233</b> metres	<b>Pk trips in:</b> <b>27</b>
<b>'ACCESSIBILITY' rating:</b> <b>ADEQUATE</b>	<b>Pk trips out:</b> <b>14</b>
	<b>Pk Hr trips:</b> <b>41</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	Winchester Road
	Secondary access could be provided via	Drove Lane
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Some impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	40 mph
	Existing speed limits - secondary access	40 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	400	metres away
	Pedestrian links to the bus stops are	good	
Assessment of access to and provision of bus services		Access to bus services is within 400 metres of the site, which is considered excellent.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	1400	metres away
	Pedestrian links to the shops & facilities are	adequate	
Assessment of access to local centre, shops and facilities		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.	

<b>Local Primary Schools</b>	Nearest local primary schools are	1900	metres away
	Pedestrian links to the local schools are	adequate	
Assessment of access to local primary schools		Access to these facilities is over 1600 metres, which is poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.	

Site Summary / Additional Notes	
Site requirements: development is likely to need	minor works on and off site
<p><b>No overriding transport issues, so long as safe access can be obtained from B3047 Winchester Road.</b> Access would not be supported from Drove Lane, which is very rural and has limited width and no footways. There are existing footways linking to the town centre, though these would benefit from improvement and upgrading to a better width. It would need to be demonstrated that adequate safe access can be achieved without detriment to the existing mature trees. In view of the distance to some facilities (schools), it is suggested that other sites with more sustainable access provision should be developed first.</p>	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b> NEW ALRESFORD	<b>Site ref:</b> 1966
<b>Prev LP No.:</b>	<b>Site Size (Ha):</b> 0.36
<b>Housing Units (30 per Ha):</b> 11	<b>Potential trips (all day):</b> 76
<b>Average distance to facilities:</b> 800 metres	<b>Pk trips in:</b> 4
<b>'ACCESSIBILITY' rating:</b> GOOD	<b>Pk trips out:</b> 2
	<b>Pk Hr trips:</b> 6

### Site Overview

<b>Access</b>	Primary access could be provided via	Tichbourne Down
	Secondary access could be provided via	Paddock Way
	Are visibility requirements likely to be met?	Yes
	Could access affect landscape / vegetation?	Some impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	30 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	100 metres away
	Pedestrian links to the bus stops are	adequate
Assessment of access to and provision of bus services		Access to bus services is within 400 metres of the site, which is considered excellent.

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	1400 metres away
	Pedestrian links to the shops & facilities are	adequate
Assessment of access to local centre, shops and facilities		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.

<b>Local Primary Schools</b>	Nearest local primary schools are	900 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools		Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.

### Site Summary / Additional Notes

Site requirements: development is likely to need	minor works on and off site
<b>No overriding highway issues</b> - small site, some local footways less than ideal. A number of access options exist.	

## SITE ASSESSMENT - TRANSPORT

<b>Settlement:</b>	<b>NEW ALRESFORD</b>	<b>Site ref:</b>	<b>1927</b>
<b>Prev LP No.</b>		<b>Site Size (Ha):</b>	8.65
<b>Housing Units (30 per Ha):</b>	260	<b>Potential trips (all day):</b>	1817
<b>Average distance to facilities:</b>	1567 metres	<b>Pk trips in:</b>	100
<b>'ACCESSIBILITY' rating:</b>	<b>ADEQUATE</b>	<b>Pk trips out:</b>	54
<b>Strategic sized site - HCC would deal</b>		<b>Pk Hr trips:</b>	154

Site Overview		
<b>Access</b>	Primary access could be provided via	New Farm Road
	Secondary access could be provided via	Spring Gardens
	Are visibility requirements likely to be met?	No
	Could access affect landscape / vegetation?	Severe impact
<b>Vehicles</b>	Is vehicle speed data available?	Yes
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	60 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	adequate
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	600	metres away
	Pedestrian links to the bus stops are	adequate	
Assessment of access to and provision of bus services		Access to bus services is between 400 & 800 metres from the site, which is considered adequate.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	2000	metres away
	Pedestrian links to the shops & facilities are	adequate	
Assessment of access to local centre, shops and facilities		Access to these facilities is over 1600 metres, which is considered poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.	

<b>Local Primary Schools</b>	Nearest local primary schools are	2100	metres away
	Pedestrian links to the local schools are	adequate	
Assessment of access to local primary schools		Access to these facilities is over 1600 metres, which is considered poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.	

Site Summary / Additional Notes	
Site requirements: development is likely to need	extensive works on and off site
<p><b>There are highway issues with this site.</b> It is not clear how and if safe access to this site can be provided. There would appear to be difficulties securing access from New Farm Road, and Spring Gardens would be totally inappropriate for the volumes of traffic this site could generate. The lack of footways over the old railway bridge to the north is another issue. It suffers from poor access to schools, shops and facilities - suggesting that other sites may be preferable for development purposes.</p>	

## SITE ASSESSMENT - TRANSPORT

Settlement: <b>NEW ALRESFORD</b>	Site ref: <b>2553</b>
Prev LP No.:	Site Size (Ha): <b>2.04</b>
Housing Units (30 per Ha): <b>61</b>	Potential trips (all day): <b>428</b>
Average distance to facilities: <b>1100</b> metres	Pk trips in: <b>24</b>
'ACCESSIBILITY' rating: <b>ADEQUATE</b>	Pk trips out: <b>13</b>
	Pk Hr trips: <b>36</b>

Site Overview		
<b>Access</b>	Primary access could be provided via	New Farm Road
	Secondary access could be provided via	0
	Are visibility requirements likely to be met?	No
	Could access affect landscape / vegetation?	Some impact
<b>Vehicles</b>	Is vehicle speed data available?	No
	Existing speed limits - primary access	30 mph
	Existing speed limits - secondary access	0 mph
<b>Pedestrian</b>	Pedestrian access to and around the site is	poor
<b>Cycles</b>	Cycle access to and around the site is	adequate

<b>Public Transport</b>	Nearest bus stops and services are	300 metres away
	Pedestrian links to the bus stops are	adequate
Assessment of access to and provision of bus services	Access to bus services is within 400 metres of the site, which is considered excellent.	

<b>Local centre, shops &amp; facilities</b>	Nearest local shops and facilities are	1300 metres away
	Pedestrian links to the shops & facilities are	poor
Assessment of access to local centre, shops and facilities	Access to these facilities is between 800 & 1600 metres, which is considered adequate. Whilst not ideal, it would not necessarily preclude site development.	

<b>Local Primary Schools</b>	Nearest local primary schools are	1700 metres away
	Pedestrian links to the local schools are	adequate
Assessment of access to local primary schools	Access to these facilities is over 1600 metres, which is considered poor as it is too distant to for most users to walk and would suggest that other sites could be preferable.	

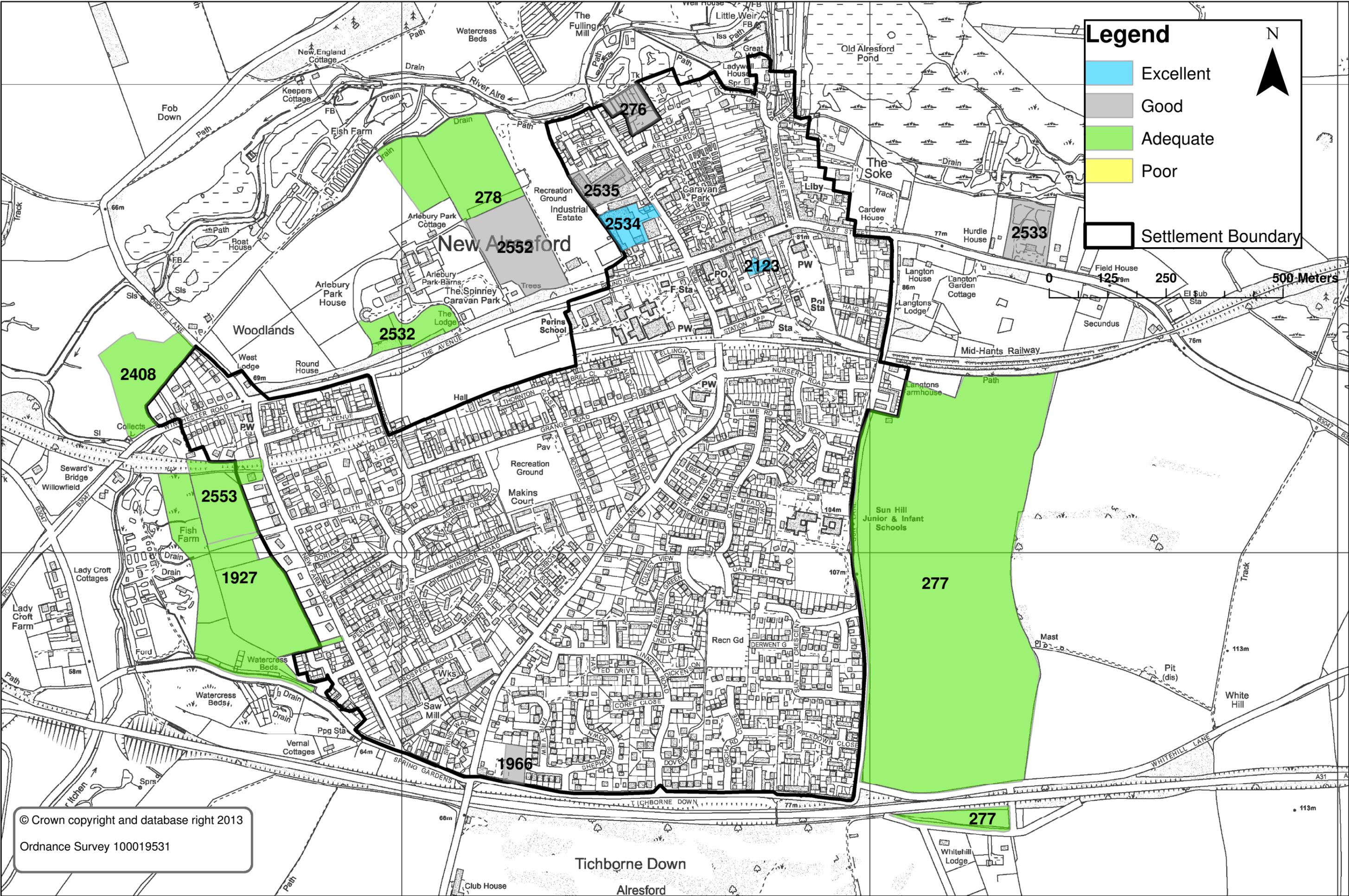
Site Summary / Additional Notes	
Site requirements: development is likely to need	extensive works on and off site
<p><b>There are highway issues with this site.</b> It is not clear how and if safe access to this site can be provided. The lack of footways over the old railway bridge is another issue. It suffers from poor access to schools and only adequate access to shops and facilities, suggesting that other sites may be preferable for development purposes.</p>	

# New Alresford - Transport Accessibility Assessment - September 2013

## Legend

- Excellent
- Good
- Adequate
- Poor

Settlement Boundary



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Tichborne Down  
 Alresford

# Winchester District Local Plan Review (2006)

## Comments of the Highway Authority – Sun Lane Omission Site

No. of Site: HCC/WDC	16/51
Name:	New Alresford – Sun Lane
Area	15.12
No. Dwellings at 40 per Ha	605
PM peak Trips In/Out (per hour)	233/127
Main Access	Sun Lane. Vehicular access to town centre via Nursery Road to Jacklyns Lane (B3045) Nursery Road residential. . Access to B3047 and A31 to divert via Tichborne Down to south.
Secondary Access	N/A
Additional Access	N/A
Problem junctions in vicinity	Sun Lane/East St visibility to east not good. 30 mph limit helps.
Problem roads in vicinity	
Pedestrian Access	Ped access to town centre via Sun Lane, no footways, at north end very narrow with on-street parking and stretches of double yellow lines. No opportunity to widen for footways. Footpath to St Johns Churchyard and High St from north of bridge. Security issues? Sun Lane wider opp. North end of site and potential to widen to south. Footways to schools. Crossings required?
Cycle Access	
Public Transport	64/X64 Winchester – Guildford: Hourly to Guildford, half-hourly to Winchester Mon-Sat, 2-hourly Sun 67 Winchester – Petersfield Hourly Mon-Sat. Other irregular rural services.
Access to local facilities	Infant and junior school in Sun Lane. Secondary school in town. Shops, employment and small town facilities.
Other developments	

## **New Alresford – Sun Lane**

This site comprises of 15.12 Ha located to the east of Sun Lane south of the railway line.

Proposed access is onto Sun Lane, which has mainly residential development on its west side. Unfortunately Sun Lane north of the railway bridge presents serious accessibility problems as it is very narrow, has no footways and has single track sections where it accommodates restricted on-street parking. It is not suitable for anything other than light traffic flows. In addition the junction of Sun Lane and East St, which has a 30 mph limit, has poor visibility to the east.

Vehicular access to the town centre is easier via Nursery Road and Jacklyns Lane (B3045). Nursery Road is busy but essentially residential. Excessive extra flows on this road are not desirable. For access to the B3047 and A31 it would be better for vehicles to divert southwards via Tichborne Down.

Pedestrian access to the town centre is via Sun Lane as there are few opportunities to cross the railway line. Sun Lane has no footways at the northern end and is very narrow with on-street parking and double yellow lines. There is very little opportunity to widen for footways whilst maintaining vehicular access. There is a footpath through St Johns Churchyard to the High St starting in Sun Lane north of the bridge but it is apparent that this link is likely to present personal security problems particularly when it is dark.

Sun Lane is wider opposite the northern end of the site and there is potential to widen it further to the south. Footways to the infant and junior schools in Sun Lane are provided but there are no existing pedestrian crossings.

There is a frequent bus service on route 64/X64 connecting Winchester, Alresford, Alton and Guildford. From Mondays to Saturdays this runs hourly to and from Alton and Guildford and half-hourly to and from Winchester. On Sundays there are six buses a day between Winchester and Alton. In addition the 67 Winchester – Petersfield service runs hourly Mondays to Saturdays. There are also some other irregular rural services serving the town.

New Alresford boasts both primary and secondary schools together with shops, some employment and the usual small town amenities.

This site is potentially attractive in terms of its proximity to local facilities. However the restricted width of the carriageway at the northern end of Sun Lane presents serious problems for both pedestrian and vehicle access which could not be easily overcome.

