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COMPLETE

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Q1

Title Mr/Mrs/Miss/Ms/Dr/Other(please state)*

Mrs

Q2

First Name*

Sarah

Q3

Surname*

Taylor

Q4

Respondent skipped this question

Organisation*(If responding on behalf of an organisation)

Q5

Email address *

[REDACTED]

Q6

Postal address*

[REDACTED]

Q7

Insert any general comments that do not relate to a specific paragraph number or policy in the general comments box below.*If you are suggesting a change is needed to the draft Local Plan or supporting document, it would be helpful if you could include suggested revised wording. If you are commenting on a document supporting the draft Local Plan (such as a topic paper, or the Sustainability Appraisal), please indicate so.

I object to the Draft Local Plan 2040"

Reason 1. - Flooding

Templers Way and School Lane already have a flooding issue, additional drainage from the 100 acres of houses and from the new school will make it worse.

All of the storm drainage goes via Monks Brook, some via the Chandlers Ford railway station, the rest across Bournemouth Rd near Asda and on to Flemming

This threatens several areas in Chandler's Ford and may well trigger a review of flood risk zones with some or all of Pennine Way and Skipton Road being raised into zone 3. That will mean they can only obtain flood insurance that is underwritten by the Government, in the "Flood Re" Scheme. That will add about £400 to their premium.

We ourselves are less than 50 metres from the stream at Titlark Copse. The ground is already perpetually waterlogged. This will put our own property at heightened risk.

There are other areas in the flood risk zone 2, and although they are mostly gardens and open spaces, additional insurance cost is a distinct possibility. This will be a burden on households on fixed incomes, especially should they need to sell their homes to fund care in later life.

Eastleigh Fleming Park building "Pavilion on the Park" will be at even greater risk, that flooded this year.

Storm surge protection will be needed to protect Chandlers Ford but this is not mentioned at all. School Lane is permanently flooded in the Winter.

It's absolutely ludicrous that this is even being considered.

Reason 2 - Traffic

The construction of 1060 new homes will foreseeably generate additional peak time traffic as residents leave to go to work or on school runs and return in the evenings. Clearly rush hour traffic at Asda roundabout will be worse. There is no traffic mitigation obligation mentioned in the local plan.

There will be knock-on effects at the motorway junctions for M3 and M27, and the routes to and from them. Chandlers Ford and Eastleigh are already under considerable strain, and the existing congestion has a detrimental effect on air quality, any addition traffic will worsen the situation. This is particularly significant because the Bournemouth Road / Templars Way roundabout is on a national cycle route. The additional traffic will not only increase pollution but will make cycling towards and away from Asda roundabout less safe.

To arbitrarily add to the problem, with no provision for solving the existing traffic bottlenecks in an attempt to relieve the congestion, or the provision of a satisfactory cycle path, is counterproductive and possibly irresponsible. There is a wish to encourage people to use cycles, this plan will discourage cycling to work.

Draft Local Plan 2040 Regulation 18 Stage 2 Public Consultation

The noise level from the road increases at the peak traffic times, this time period must increase in length because there is no provision for any traffic mitigation.

Reason 3 - Loss of Green Separation

The proposal to include a development on the strategic gap green space between Southampton suburbs and Chandlers Ford in this plan, contradicts the previous local plan, at that time, emphasis was placed on the strategic gaps and their importance in preserving the separation and identity of communities.

This Local plan sets a dangerous precedent that could see further erosion in future plans that will see Eastleigh and Chandlers Ford absorbed in a suburban sprawl of Greater Southampton.

Indeed, it should be noted that there are three areas of development in this local plan. Two of these sites share a characteristic remoteness within Test Valley.

One is in the most southeastern point, that one is in Valley Park, and another in the most northwestern point bordering on Ludgershaw where there are 1500 houses planned. Test Valley seem to be adding development in places where the congestion and other effects or shortfalls manifest in other Council areas. This is irresponsible planning, and detrimental to those communities that happen to be bordering Test Valley. The exposure of those council tax payers to the cost or inconvenience caused by this policy is outrageous. Those communities so affected have no rights other than to make a written comment. There is no requirement for Test Valley to make any changes and can continue to adopt the plan and impose huge changes on a community that have no representation in the Test Valley Council. These changes may materially affect the validity of Local Plans of those neighbouring areas. The financial burden is likely to test even the most affluent of Councils, it is totally unacceptable to subject neighbouring councils to such expense.

The use of such tactics seems undemocratic.

Q8

Respondent skipped this question

Insert any specific comments in the general comments box below, indicating which paragraph, policy or matter your comments relate to where possible.*If you are suggesting a change is needed to the draft Local Plan or supporting document, it would be helpful if you could include suggested revised wording.
