

#321

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Q1

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

Mrs

Q2

First Name*

Judith

Q3

Surname*

Bachmann

Q4

Respondent skipped this question

Organisation*(If responding on behalf of an organisation)

Q5

Email address *

[REDACTED]

Q6

Postal address*

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[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.

Regarding the proposed development adjacent to Upton Lane, Nursling (SHELAA 385)

On a personal level, I am very distressed by the effect the proposals will have on my home, where I have lived for 40 years. Although my house is situated on Romsey Road, it is bounded on both sides by valuable deciduous woodland, and backs onto stables and open fields - it is effectively in the countryside. As the plan proposes development of both the woodlands and the fields for employment purposes the impact would be enormous and I would not wish to live here. However, the proposed plans and possible years of uncertainty as to the specific nature of the developments will make it extremely difficult if not impossible to sell my house, which will of course dramatically decrease in value. I will be trapped in a house surrounded by industrial and employment units, suffering the inevitable increased air, noise and light pollution 24 hours a day, 7 days a week.

The construction of warehousing and distribution centres will provide predominantly low skilled, poorly paid employment which won't deliver salaries sufficient for workers to live locally. Hence there will be more traffic and cars on our already busy roads with no public transport. Already when there are diversions on the motorway via Romsey Road, I can feel our house shaking with the huge trucks thundering past from the industrial estate and the Lidl distribution centre. Having seen the utter destruction of the countryside and farmland around Hillyfields, the proposed plans will create a similar annihilation of our area and immediate home environment. I can find no document to indicate any professional assessments as to the impact of the potential increased noise, air and light pollution to our present living environment should the potential developments go ahead.

The proposals are inappropriate and damaging, resulting in the destruction of valuable and irreplaceable woodland, hedgerows, wild life, and the open spaces so essential to good mental and physical health. The land is also of potential archaeological importance. The site of Nursling monastery, an important early medieval religious centre, has never been found and there could be archaeological remains on the site. An archaeological survey needs to be conducted before any planning applications are considered. There are also the remains of a WW2 encampment in the woods adjoining the motorway.

I should point out that I only learnt of these proposals by accident due to survey activity in the woodlands. I have had no direct communication from TVBC. As someone directly impacted by the proposals I would have expected them to contact me early in the process, to ensure that I had a fair opportunity to be involved in the initial consultations. The local exhibition in the Village Hall was too little and too late, and gave me very little information.

Q8

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.

With particular reference to the planned Employment site on land at Upton Lane, Nursling (SHELAA 385)

In the draft Local Plan, 5.212, 5.213 and 5.181 refer to the avoidance of harm to landscape character and biodiversity and overall loss of residential amenity. The proposed land allocation of the west of Upton Lane includes extensive areas of important lowland deciduous woodland - a Priority Habitat under the NERC Act 2016, recently amended and strengthened. These woodlands have a number of species indicative of Ancient woodland, including wonderful bluebells and wood anemones, and they house a profusion of wild life. The open farmland and stables are presently used for grazing horses, and provides valuable open space. How can their destruction be described as avoidance of harm?

The area proposed for this development is outside of the settlement boundaries within the current adopted Local Plan. The land at Upton Lane is currently designated as countryside and therefore development is currently restricted by Policy COM2 of the adopted Local Plan meaning that it would only be considered for approval under exceptional circumstances - how can changing the settlement boundaries be justified?

The access to the sites, from Upton Lane, is unsuitable for the proposed scale of development. Although the sites are located between the M27 and the M271, they could not be accessed directly from either motorway. Upton Lane is just that - a narrow country lane used by local residents for walking and recreation, totally unsuited to the HGVs which will necessarily need to access the employment site. Paragraph 4.217 describes the anticipated use of the employment site as "B8 storage and distribution uses", paragraph 4.221 proposing the need for offsite junction improvements, presumably a roundabout to facilitate access from Romsey Road into Upton Lane. DfT Policy paper 'Strategic road network and the delivery of sustainable development' (updated 23 December 2022) states that "26 The JPPf prescribes that transport issues should be considered from the earliest states of plan-making and in development proposals so that sustainable transport can be promoted." Where is the evidence that National Highways has been consulted about the proposed land allocation at Upton Lane? Traffic in this area is already heavy, even gridlocked at peak periods, the increase which must result from the proposed developments is unsustainable. Even now, heavy goods vehicles diverted along Romsey Road when the motorway is closed are causing severe vibration to the properties. I dread to think of the effect of HGVs thundering past my property 24/7 on their way to and from servicing the storage and distribution facilities proposed.

The draft Local Plan identifies the need for new development to avoid causing pollution (Pollution 5.190). The HGVs can be expected to need access to the proposed employment land all day and night, including weekends, impacting local residents greatly and also increasing pollution due to the extra traffic. Bright lighting will be required at the junction with Romsey Road and along Upton Lane, at present unlit, totally changing the character of the area at night. The draft Local Plan (Lighting 5.204) recognises this problem in general, but does not seem to have considered it with reference to this development.

SHELAA 385 states that the sites at Upton Lane are "relatively accessible to Nursling, which has a range of facilities, services, a regular bus service" - not true. It is some distance from the centre of Nursling, which has just one small shop, no services, and a single bus. The only buses at the Upton Lane end of Romsey Road are school buses. This discrepancy is actually recognised elsewhere in the SHELAA, stating that the site "is not well connected by public transport and is some distance from local services and amenities". There is no GP surgery, chemist, dentist, and no secondary school. The two primary schools are over subscribed already meaning that resident children have to travel to Romsey for schooling. The GP practice and Dentist at Lordshill are both full, not accepting new patients.

No cumulative impact assessment of the two allocations in combination has ever been made. There will clearly be significant cumulative impacts from traffic, noise, air pollution, loss of countryside, loss of landscape character and ecology, but the Council has not considered the combined impact.

Draft Local Plan 2040 Regulation 18 Stage 2 Public Consultation

The policies set out in the Draft Local Plan are laudable. But what is actually being proposed is in direct contradiction to with the key objectives of that Plan, for example:

Policy TR1 (Active & Sustainable Travel) and TR2 (Assessing Transport Impacts) - Unacceptable access, lack of appropriate and necessary transport infrastructure, significant adverse affects on local roads and existing traffic patterns and existing road users;

Policy ENV5 (Pollution) and ENV6 (Lighting) - Significant and unacceptable pollution from extensive artificial lighting, traffic and noise and vibration and disturbance and adverse effects on air quality;

Policy ENV3 (Landscape Character), BIO1 (Conservation & Enhancement of Biodiversity & Geological Interest), BIO5 (Trees and Hedgerows, ENV7 (Amenity) - Significant loss of countryside and trees and consequential harm to landscape character and overall loss of residential amenity;

Settlement Boundaries - The proposed development allocations are in land that is currently designated as countryside and is outside of the currently defined settlement boundaries.

The Vision set out in the Draft Local Plan (Vision, Key Challenges & Objectives) includes the following - "Our diverse natural... resources will be safeguarded for future generations to enjoy including access to our outstanding countryside. The character of our individual settlements will be maintained and their sense of place enhanced." This statement is meaningless and misleading when compared to the planned development.
