

Planning Policy

From:
Sent: 18 September 2018 15:37
To: Planning Policy
Cc: FWDNurslingparishclerk
Subject: Nursling & Rownhams response to the Issues and Options Consultation for the next Local Plan
Attachments: Responses13_09_18.docx

Dear Sir/Madam,

Please find attached the Response by Nursling & Rownhams Parish Council to the Issues and Options Consultation document for the next TVBC Local Plan.

Regards,
Bill Ashdown

...
Clerk to Nursling & Rownhams Parish Council

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Answers to Issues and Options Consultation

- Q1. Living adjacent to the boundary with Southampton, and on entering the Village from Southampton, the landscape transfers to one of a rural nature.
- Q2. It has become apparent, that when new developments take place, the increase in population is not being matched by the provision of doctor and dental practices. Existing facilities are unable to cope which is evident by long waiting times and inability to sign on to these services. Many bus services have been curtailed and, therefore, the new developments are not adequately serviced by transport facilities. For example, the Bluestar 4 bus service between Romsey & Southampton only stops at Nursling three times after 6:30pm on a Saturday and no buses stop at all after 6:30pm on a Sunday.
- Q3. Policies that accurately reflect an ageing population. Not all retired people wish to live in flats or retirement homes. Bungalows are often the first choice, but current policies effectively encourage the conversion of bungalows into houses and, therefore, reducing the percentage of bungalows as part of our housing stock. In the same way that affordable houses are a requirement of new developments, bungalows should also be a requirement in the Policy.
- Q4. A standardised approach should be taken, but it should reflect permissions already in place, and a more robust method of ensuring that those permissions are developed within the required timescale. There is evidence that this is not happening, at the Romsey Brewery site, and the 5years for Fen Meadow to be developed as opposed to the promised stated time of 3 year at the time permission was granted.
- Q5. More economic growth should be encouraged in the rural areas to help to sustain them. There is evidence that this is occurring, with the closure of schools, churches, banks and local shops etc. and the inability of the children of current residents to remain in their respective Village.
- Q6. To achieve the principles in defending answer Q5 it may be necessary to move the Boundary between the South and North of Test Valley further north, away from Southampton, to disperse some of the demand for housing. Evidence of this is that planners tend to look at existing developed areas to make them more concentrated with the population and, as already mentioned, the services either cannot cope with the extra demand or is not in place.
- Q7. The policy of dispersal throughout the Borough should be implemented with immediate effect to accommodate future demand for housing.
- Q8. New communities in the form of garden villages with their own new services and infrastructure (schools, surgeries and shops) will help to alleviate the stress currently placed on towns and villages in the Borough.
- Q9. Settlement boundaries should not be changed in respect of Nursling & Rownhams, North Baddesley, Valley Park, Chilworth, Ampfield and Romsey. Therefore, emphasis should be made in increasing settlement boundaries in rural areas to accommodate future demand.
- Q10. Up to 40% may be appropriate in certain areas, however, in areas of known lesser demand for affordable houses, the percentage should be reduced to match the demand.
- Q11. The trigger should be the requirement for affordable housing in specific areas. For example, if the demand is greater in Andover compared to Romsey, this is where the emphasis should be placed. Prospective residents in Andover will not want to be split from their families to acquire an

affordable house in Southern Test Valley, if they still wish to remain living in an area close to their relatives.

Q12. Provided the market housing can support the supply of affordable housing, then it should be allowed.

Q13. Providing the requirement is in the settlement boundary, then there should be no restriction, assuming the design and location is compatible within the existing area. This should not be allowed in the countryside.

Q14. Should be no exceptions.

Q15. Please refer to our answer at Q3. Retention of existing properties that meet the requirements for the elderly, is paramount, particularly where such properties exist to access local services and bus routes.

Q16. Developers will only build a type of property to maximise their profit. Therefore, local requirements for the type of property is an important consideration and by local we mean literally within the area of the prospective development and not the whole of Test Valley.

Q17. This can only be answered by giving due consideration to the character of the area and whether such extensions and alterations are in keeping with the area.

Q18. Yes, density in some areas, i.e. Abbotswood, is too high. This will only lead to anti-social problems partly caused by poorly designed developments.

Q19. Yes.

Q20. Yes.

Q21. Yes, it should be clearly defined. The definition must be very precise and not allow 'engineered' reasons to use this category.

Q22. If services and facilities are to be made accessible, then a charge should be levied to ensure that Gypsies pay their way to support said services in authorised areas. The location can still be within a reasonable travelling distance, such as a rural area, and which is still within easy reach for example: Romsey.

Q23. For new developments it is essential that there is enough open space within the development. This will ensure that young children have an area to play within proximity to where they live to provide vital exercise to deal with the nation's obese problem. The other reason to provide localised space is for parents to be able to supervise their children securely.

Q24. Yes. Village Halls, Community Centres, Churches, Surgeries and Public Buildings and Public Open Spaces all need to be protected from development for health, wellbeing and leisure reasons.

Q25. Yes.

Q26. More than enough land has already been allocated in Nursling & Rownhams to provide the choice and flexibility required. What is further required is more attention to the separation of Nursling & Rownhams to Southampton by re-instating local gaps and open spaces.

Q27. Where development is dispersed within the Borough, there is a case for smaller workspaces within rural communities which will support the future of communities and retention of shops, schools, and churches etc.

- Q28. Issues such as noise, parking, pollution and general nuisance to neighbours should be included in any policy.
- Q29. Any developments should meet the needs of the local community to avoid areas being saturated by betting shops, charity shops and takeaways. Retail choice should meet the requirements of the public.
- Q30. New developments should provide a percentage of employees for apprenticeships and should be encouraged to engage local residents.
- Q31. Tourism should be encouraged for local centres that can accommodate parking, toilets etc. such as the main centre of Romsey and Andover. Tourism should be discouraged in local areas which will require the use of cars and provision of extra facilities, which will have the effect of commercialising the area concerned.
- Q32. Existing facilities should be supported and maintained in existing Tourist locations, but care must be taken in areas, such as Forest Park, to ensure the natural landscape is maintained and no attempt is made to commercialise it.
- Q33. It is essential that the local gap is re-instated for Nursling & Rownhams to provide separation from Southampton, for example: Fields Farm. Also, at Bargain Farm where depth of landscaping is specified in the current Local Plan to provide visual separation.
- Q34. Unless the Local Plan supports the Policy, a Neighbourhood Plan will not be approved if it contradicts the Local Plan. Therefore, it is essential that the local areas of green space are clearly specified in the Local Plan.
- Q35. The local Plan should promote efficient use of all forms of resources such as water, energy, materials etc.
- Q36. Sites should be identified, and due regard should be taken on the impact to the character of the area.
- Q37. Areas should be chosen very carefully and located in such a manner that their impact is minimal.
- Q38. This is more related to building control than planning but certainly the use of energy efficient materials should be encouraged.
- Q39. Design quality is essential, not only of the building, but the area within which the building is located. There are examples of poor-quality design in the Borough such as Abbotswood where parking is an issue and the cramped nature of the buildings in certain areas of this development. Poor design leads to anti-social behaviour.
- Q40. Future requirements for Open Spaces are essential.
- Q41. A formula is essential for reference purposes, but more emphasis should be placed on providing enough open space within new developments when they are created, rather than taking money for provision of open space elsewhere which may be nowhere near the proposed development.
- Q42. If a new development is disturbing the landscape and ecology of the area, then land should be specifically allocated within that area to mitigate its impact.

Q43. Councils should consider buildings that are part of the character and history of the area, even though the buildings themselves, may not be listed or registered but do form part of the character of the area. This also applies to areas of woodland such as in Nursling adjacent to Crescent Estates and Horns Drove.

Q44. The Council could promote more sustainable forms of transport, such as the use of bus services, by offering more support to the Bus companies as evidenced by the removal of many bus services within the Borough and rural locations.

Q45. Parking courts should be eliminated from the design within new developments. They are often only included to cram more houses into less space. Residents wish to have sight of their vehicles parked within the curtilage of their own properties. Garage conversions should be discouraged, and policies should consider growing families which often result in more vehicles being parked on the road. With the advance of electric vehicles, it should not be acceptable to trail a lead from the charging point within the curtilage of a property across a pavement into the road. It is, therefore, essential that the parking standard is increased.

Q46. See above. It is essential to increase the parking standard because the current standard does not deal with the potential future requirements of a development. With the current state of difficulty for a house purchase by young people, families stay together longer and, therefore, an average family of four will have the potential of four cars requiring a parking space.