

## Planning Policy

---

**From:** Wellow Parish Council <  
**Sent:** 13 September 2018 14:12  
**To:** Planning Policy  
**Subject:** Consultation for the next Local Plan - Consultation Response from Wellow Parish Council  
**Attachments:** Local Plan comments version 0.1 .docx

Dear Sirs,

Please find attached a matrix summarising Wellow Parish Council's response for the next Local Plan. In addition to the points raised in the attached, I have been asked to forward on the following further observations/comments from Members: –

As you are aware, part of Wellow Parish resides in the New Forest National Park, one of Europe's most sensitive ecological areas. The footprint effect on the adjacent National Park should be considered in future development in Wellow (within the Test Valley boundary).

The consideration of light pollution should be standard in the review of development, thus ensuring that we preserve specialist ecological features such as protection zones for bats (e.g. Mottisfont Bat Protection Zone)

Future development in Wellow must provide the necessary infrastructure to support it, especially mass development such as the proposed 115 houses to the rear of the Village Hall, which was turned down. Flood protection and improvements to drainage are critical for future proposed development in Wellow, especially with its proximity to the river Blackwater (one of the most important spawning rivers for sea trout in the south). Local manhole covers have been known to blow when sites are flooded and raw sewerage can flow into the Blackwater as a result.

Traffic is a major issue. The increase in traffic generated by development is real concern. Do current guidelines used for calculating the increase in traffic movements really reflect modern day living? Nowadays many households have more than 2 adults, and all have cars, making a mockery of the 4.5 total car movements per household, per day. The journey along the A36 between Wellow and Ower roundabouts can already take up to 48 minutes at peak times – how much more traffic can this route carry? Furthermore, rural country roads are being used increasingly to circumnavigate snarl-ups/or roadworks on the local major routes. These lanes are not designed for either the increase in the volume of traffic, or the size of the vehicles – SatNav's redirecting HGV's down back roads can cause a real danger for other drivers and for pedestrians, as in many cases there aren't any pavements along the rural 'cut-throughs'. Limits need to be placed on rural and single-track roads to restrict use by articulated vehicles and HGV's.

Finally, it is felt that the plan is weak on local transport and the integration of transport, especially in respect of rural areas.

Kind regards

Clerk  
 Wellow Parish Council  
 Tel

### **Privacy and Confidentiality Notice**

**This e-mail message is sent on behalf of Wellow Parish Council and is strictly confidential and intended solely for the person or organisation to whom it is addressed. It may contain privileged and confidential information and if you are not an intended recipient, you must not copy, distribute or take any action in reliance on it. If you have received this message in error, please notify us as soon as possible and delete it and any attached files from**

*your system. Correspondents should note that all communications to and from the Council may be automatically logged, monitored and/or recorded for lawful purposes*

## Wellow Parish Council

Comments on Test Valley Borough Council document *Our future – how do we plan for it? Issues and Options Consultation for the next Local Plan*

Page	Para	Comment	Wellow Impact
14	Q1	What is good about living and/or working in Test Valley – quiet enjoyment of the countryside but within the context of supportive and engaged communities plus good access to a range of transportation options (road, rail and airport)	
14	Q2	Improvements would include better, more flexible and more innovative public transportation options e.g. a sort of public or public/private ‘Uber’ service	
14	Q3	Enhanced facilities and amenities for all residents	
15	Q4	The Government's standard methodology for housing provision should be a guide. The nature of Test Valley is different from other areas of the country and this needs also to be considered when assessing housing need.	
15	Q5	Just building more and more housing will not necessarily increase local economic growth. Many parts of the borough might be classified as being in the economic periphery than centres of growth potential.	
15	Q6	HMA boundary seems about right	
16	5.9 & Q8	National planning policy would seem to favour the growth approach of the current Local Plan. Increased development in the more/most rural parts of TVBC can never “reduce the need to travel..”. Evidence from existing households and new household growth shows a clear pattern of at least two cars per household with the economic and lifestyle reasoning that this is the only feasible and reliable form of addressing the need to travel. This view is further evidentially supported by the commuting pattern flows referred to on Page 12 3.19 – 3.21 and Figure 11	At least two more cars for each additional household in the parish
16	5.9 & Q8	The implementation of National planning policy with respect to “promotes and retains existing services” is severely restricted by funding challenges that seem unlikely to improve for the foreseeable future. This impacts many of the services that are based on linkage between locations of delivery (mainly the large sites, Romsey, Andover, and for healthcare out-of-borough locations) and locations of demand (rural parishes that on their own would be too small for local provision). This is recognised in 5.12	There is a relationship between “promoting and retaining existing services” and the transport practicalities in enjoying reasonable access
16	5.12 & Q8	“Housing in rural areas is becoming increasingly unaffordable to families and young people”. This statement is evidentially incorrect in that housing in rural areas is only unaffordable to some families. Housing in all locations has always been unaffordable to some families.	Housing that comes onto the market seems to sell quickly in Wellow and to households with

		Housing in rural areas for the benefit of young people is a challenge not just from an affordability perspective but also in terms of the wider, and age-specific, range of services and facilities that young people might reasonably expect and which are very unlikely to be available outside of the larger centres. The statement in the consultation paper is overly simplistic.	families.
16	5.12 & Q8	“There are also those who wish to stay in the village by downsizing to smaller homes yet the supply may not be available”. This would seem to be an issue that will only get bigger as the older demographic continues to grow in the rural parts of the borough. It has big implications for the rural areas and also the larger centres where supply options do seem to be increasingly addressed by companies who build blocks targeted at older people.	A Neighbourhood Plan issue in terms of the numbers and mix of any additional housing that residents consider should be planned for.
16	5.14 & Q8	This may be substantially unattainable given the challenges of funding the “supporting facilities to enable people to live in the communities they have connections to”. National Planning policy also needs to catch up with the use of social media, by an increasing age range, in supporting a more virtual community that is not as rooted in historic connections with physical locations/place.	
16	5.16 & Q8	Other things necessary to consider are impact on the local environment, particularly in areas with or close to SSSI sites and national parks.	NFNP and Blackwater corridor
17	5.17 & Q8	The current Local Plan policy does not necessarily imply limited development “in the less sustainable villages of the borough”. The current concentration of facilities supported development in the main settlements would seem, rightly, to be focused on larger developments in terms of numbers of dwellings. Sustainability for villages should be an issue that is owned locally and supported by TVBC. It is another issue that is much more complex and systemically broad than the allocation of new housing/other developments.	
17	5.20 -3 & Q8	In principle community led distribution would seem to be the only approach aligned with the Localism Act 2011, particularly for those parishes that have a Neighbourhood Plan process underway. However there could be an argument for a proportionate distribution to parishes if this is considered to be a better way for the timely delivery of new development targets owned at borough level. Recent research (Lichfields May 2018 Insight) concludes that to-date neighbourhood planning’s contribution to increased planned housing has been negligible. It may be that community led distribution on its own will fail on aggregation to deliver sufficient numbers. Proportionate distribution might also encourage greater cooperation between parish councils on new developments which could be considered a better way of viewing localism rather than a parish-by-parish approach.	

17	5.24 & Q8	This would seem to be against at least the spirit of the Localism Act 2011 and call into question the purpose of Neighbourhood Plan initiatives.	
17	5.25 & Q8	Whilst new garden village initiatives might run the risk of being, or being perceived to be, 'social engineering' projects, they represent a level of innovation on a variety of fronts (sustainability, high tech eco and other infrastructure etc) that would seem to deserve being investigated in more detail by TVBC.	Innovation elsewhere in the borough could be of benefit to Wellow over the next 20 years
18	Q7	An alternative approach to distributing development across the borough might be on the basis of an assessment of facilities availability, potential and the minimisation of travel for access. If communities are more shaped by the facilities and services we enjoy, rather than the houses that we live in, then this should be considered a primary driver in terms of where new developments should be located. Facilities-led housing rather than house-led facilities and services.	Viewing any additional housing in Wellow from a facilities perspective will be part of our NP work
18	Q9	Settlement boundaries and their updating over time should be part of community-led planning initiatives such as Neighbourhood Plans.	
19	Q10	Assumption is that the intended definition of affordable is housing that can be acquired at significantly less than market-led valuations. This would seem to be primarily an issue for younger people rather than downsizers. The 40% needs to be assessed based on demand (for housing and the facilities context in which they live) from younger people	
19	Q11	Hard question to answer but priority should be given to those delivering essential services in the community and some sort of income cap.	
19	Q12	Yes as it will better contribute toward mixed communities	
19	Q13	Self-build will only ever be a very small percentage of the housing stock in the borough. It should be dealt with on an individual basis taking into account Village Design Statements and other normal planning requirements. Professional developers should not be the only people who can build houses so self-build is something that TVBC should perhaps facilitate.	
19	Q14	Not sure the question should ask specifically about "exceptional quality". Maybe the question should be dwellings in the countryside that are exceptional in the broadest sense and add value to the local area. For example, this could be a building that is exceptionally energy efficient (like many new German houses).	
19	Q15	Yes.	
19	Q16	TVBC should include a policy that requires a mix and type of housing. Leaving it to the market to inform on such matters will likely result in supply-side led delivery with	

		developers building what is in their best economic interests. The market is made up of concentrated supply-side delivery and dis-aggregated or atomised demand.	
20	Q17	Case by case assessment would seem to be the best approach.	
20	Q18	Council established density standards might help in reducing 'town appropriate' densities trying to be applied in a rural context	Density informed by and sympathetic to the character of the surrounding area might be anticipated as being important for residents as part of the NP
20	Q19	No. Such issues should be assessed on a case-by-case basis taking into account Village Design Statements and other design codes that may be in place locally.	
20	Q20	A minimum set of standards as a starting point would seem to be a good idea.	
20	Q21	It will be probably very difficult to get a good definition of a 'rural worker' that residents of the borough can understand and relate to.	
21	Q22	Understand how these needs are addressed elsewhere in the country and make an assessment of 'best practice' approaches	
21	Q23	If this is considered a priority issue that requires to be addressed by the borough then the focus should be on the main settlement areas (Romsey, Andover).	
21	Q24	The importance and demand for facilities and services can and does change over time (e.g. we no longer need local coal merchants). The Council should work with local communities (e.g. through Neighbourhood Plans) to determine a plan for the protection and further enhancement of location-specific facilities.	
21	Q25	Yes	
22	Q26	The points raised in para 6.2 about investment taking place elsewhere etc suggests that more land should be allocated to enable more choice and flexibility to the market	
22	Q27	Smaller workspaces would seem to be in keeping with the rural/small town context of the borough.	
22	Q28	Home working - not a substantive enough issue for the Local Plan.	
23	Q29	Retail - no particular comments	
24	Q30	Skills - no particular comments	
24	Q31	Tourism - no particular comments	
24	Q32	Tourism - no particular comments	

25	Q33	The principle of Local Gaps should be continued supported by a general policy that seeks to avoid coalescence both between adjacent settlement areas and at parish level where green spaces separate areas of development and prevent a continuous sub-urban pattern of continuous development that is not conducive with village settings	We have a variety of valued green space 'Local Gaps' that shape the character of Wellow and mitigate against a sub-urban continuous pattern of development
25	Q34	Both. We should work on Green Space designation together and in a supportive way	
26	Q35	Water efficiency from new developments - yes	
26	Q36	Renewable energy site identification, including wind - yes	
26	Q37	Renewable energy - brownfield or greenfield major transport corridors where other land-use options are minimal should be the first areas to be considered.	
27	Q38	Energy efficiency encouragement in new developments - yes	
27	Q39	Look pro-actively at design quality best practice approaches in the rest of the country and in other European countries	
27	Q40	Public open spaces – the Local Plan should take account of existing provision/future requirements	
27	Q41	Rely on Playing Pitch Strategy rather than a per development approach each with some 'token' open space provision	
28	Q42	Probably a combination	
28	Q43	Continue liaison with Historic England	
29	8.5	Education and health might better be regards as services that can be delivered through various infrastructure-supported channels rather than consider alongside roads and utilities	
30	Q44	Work with the other agencies to manage road use speed by motor vehicles such that walkers, cyclists and equestrian users have a safer experience in their enjoyment of the shared infrastructure. The management of road use speed should be informed by the nature of non-motor vehicle flows/demands rather than being determined by a Highways Agency based road categorisation.	
30	Q45	Research ways of incentivising garage use for cars rather than for general household storage.	
30	Q46	Too many new developments seem to be allowed with garages that could only ever be used by the very smallest available cars.	

