

Planning Policy

From: Mark Baulch <
Sent: 14 September 2018 16:26
To: Planning Policy
Subject: Response to Issues and Options Consultation for the next Local Plan
Attachments: Response to Issues and Options Consultation for the next Local Plan.pdf; 18 09 2013 Issues and Options response.docx

Importance: High

To whom it may concern

Please see letters attached with regards to the above named consultation for your attention.

Many thanks,

Mark Baulch.

Mark Baulch

Head of Policy & Representation | Hampshire Chamber of Commerce

within

www

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Response to Issues and Options Consultation for the next Local Plan

Hampshire Chamber of Commerce is one of the largest business representational groups in the UK. It represents the voice of local business across the county to the Enterprise M3 LEP and the Solent LEP as well as other influential organisations. This substantial Hampshire Chamber business network engages businesses of all sizes and in all sectors, whether throughout Hampshire with its two sector committees for Planning & Transport and Professional Services, or in local groupings via its seven Business Strategy Groups for Southampton, Eastleigh, Portsmouth, Rushmoor & Hart, Basingstoke, Andover and Winchester, as well as affiliated membership organisations in Alton, Alresford, Andover Town Centre, Lymington, Lyndhurst, Romsey, Stockbridge and others. It is also the lead organisation for Creative South and Future South.

Hampshire Chamber of Commerce is grateful to be consulted on the Test Valley Local Plan and will wish to continue to be consulted as the process unfolds. Hampshire Chamber of Commerce questions which other businesses or organisations have been consulted?

The Southern part of the Test Valley Borough is the main area close to Southampton with land suitable for economic development, especially for industry and transport. It is the prime location for logistics and for the support industries for the Port of Southampton. The Hampshire Chamber of Commerce objected to the current, adopted Test Valley Local Plan due to insufficient employment land or consideration of the ports needs or of logistics. An additional objector proposed the land North and West of the M27 /M271 adjoining the Railway for a Rail Freight Interchange, which Hampshire County Council has consistently supported and which went to judicial review.

The Chambers objections at that time were not acted upon, with the Economic land situation since having become even more constrained and demand suppressed or forced out of the area. The Southampton Science Park shows what the local economy can support if it is given the land and buildings in the right place.

The Issues and Options Report shows too much emphasis on housing numbers and large allocations and not enough on other issues affecting the local economy. For example, 2.3 refers to Romsey Future and Andover Vision dealing with "lots of issues" so those "other" issues, including the economy and business needs must be important.

Again, in response to the previous plan, objections were raised by Romsey Future. The Romsey Future Walking, Cycling and public/Community Transport group met at that time to discuss the Issues and Options Consultation Document. In general it was considered that cycling, walking, and public transport should be considered more robustly in the document. We have attached the original letter from them and note that all of the points within it remain relevant and we raise them again. The point about Electric Vehicle charging points is of even more importance now, as the Government has announced that no new petrol or diesel vehicles will be able to be sold by 2040. The health and wellbeing section in this new document is also woefully brief and does not address any of the current issues, including mental health in the workplace.

Further concerns around the economic development of the Borough include:

The importance of jobs: 1.2 refers to "setting out the level of new jobs" but not how. The sole basis seems to be supporting communities but can it also support the local economy at the same time? There has to be a level of job creation when planning thousands of new homes, unless the plan is to build dormitory towns, with all of the pressure that this adds to the infrastructure.

Involving business in the process: 2.1 refers to giving "businesses" an opportunity to plan our future. How is this process involving businesses and other business organisations such as the Chamber?

Jobs: Sections 3.14 to 3.16 are all about people and not jobs and businesses. 3.16 refers to income, but of residents not of the jobs. Test Valley jobs pay 14% below what Test Valley residents earn, presumably by commuting out. This reiterates the Hampshire Chamber of Commerce point on building dormitory communities. Test Valley needs more jobs at the right pay levels for the future residents that will live in the proposed new homes, but this plan does not answer how. If the right employment space is provided, more higher value jobs will reduce that disparity between residence and work.

Scale: 3.17 Hampshire Chamber would like to see data at town, not district, level. In order to ensure that resources are deployed efficiently, the plan needs to demonstrate the areas of greatest need. For example, a large part of the Borough contributes to the rural economy and has very different needs to the businesses in the larger conurbations. The importance of tourism should be highlighted and catered for. Also, the provision of high-quality, reliable broadband will be vital as the digital economy grows across the more rural areas of the Borough. Reaching the last 5% of premises without useful provision of broadband at the current time will be vital to the future economic health of the Borough.

Returning to the conurbations, the future of town centres is not addressed, nor is planning for the growing visitor economy, or dealing with the demands of last-mile deliveries.

Commuting: Under 3.19 to 3.21, the 2011 census figures are very misleading, because out-commuting to places like London will have grown significantly from Andover and Romsey, especially by train with the construction of major new station car parks (at Andover, Grateley etc). The number of passengers on South Western Railway services into these areas and the occupancy rate of car parking spaces at the railway stations across the Borough would suggest that this is a significant omission and that this would strengthen the concern around the requirement for more employment space provision.

Hampshire Chamber of Commerce supports most of the statements in Section 6 of this document.

With reference to all of the points made above, Hampshire Chamber of Commerce believes that it is reasonable to ask for more in the Local Plan on jobs and business, not just housing. Section 6 does not go far enough. We would also ask about the fact that the document covers some marginal issues such as air and water quality, as it is unclear how local planning, as opposed to national legislation, can determine this.

Executive Chair

Hampshire Chamber of Commerce

Registered office: 1

Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire
SP10 3AJ

Romsey Future Walking , Cycling,
Public/Community Transport group

18/9/13

Dear Sir,

Re Issues and Options Consultation

The Romsey Future Walking, Cycling and public/Community Transport group met to discuss the Issues and Options Consultation Document. In general it is considered that cycling walking, and public transport should be considered more robustly in the document. In particular the group would like to make the following comments on the document:

- New development must ensure routes within them comply with adoptable standards.(ie are of a standard that could be adopted by Hampshire County Council)
- New development must make provision for public transport routes, infrastructure and marketing throughout the site.
- Public transport must be available from the initial occupation of new developments to ensure a culture of public transport usage is created from as early as possible
- New development must be on or near sustainable transport routes and hubs.
- New developments on the periphery of the town must have planned cycle and pedestrian routes to the centre, fully linking with any existing strategic and local routes.
- EV charging points and future new technology should be taken into account in the policies for new development.
- Travel Plans should be provided with new developments and actively monitored and implemented to encourage more sustainable travel for the first 5 years of development occupation.
- Should seek to progress more traffic free areas within urban centres either on permanent, semi-permanent or daily temporal basis.
- Should introduce more measures in design of roads to ensure 20mph speeds within new residential or urban centres.
- Strategic infrastructure for cyclists and walkers, with appropriate clear signage, must be provided enabling good access north to south through Romsey, and on local routes within the town to access all services and facilities. New routes should be

implemented and others upgraded to provide this. Well structured paths will encourage more use of them and if linked well between developments will provide a more environmentally friendly way to go.

- The role of walking and cycling in improving health and wellbeing should be recognised within the document in the health and wellbeing section (5.50).
- Planning of new developments should consider the changing trends in car ownership and usage, especially with the younger generation. This will affect the parking standards agreed, and the provision of leasing and car-pooling within developments
- Wherever possible opportunities to provide car parking under new developments should be considered to make the most efficient use of existing space, traffic management policies and general landscaping
- New developments should include a good mix of housing including affordable housing and those designed specifically for older people to ensure a variety of modal transport uses
- New developments must include mixed use housing/leisure/business and commercial buildings to ensure some encouragement for self containment of living, jobs and leisure to reduce the need to travel and provide vibrant centres throughout the day and into evenings and weekends.

Yours faithfully

Mark Miller

Deputy Lead of the Romsey Future Walking, Cycling and Public Transport workstream group