

Chilbolton Submission on Settlement Boundaries  
Rev. 200827

## **Chilbolton Submission on Settlement Boundaries**

This paper is part of the Chilbolton Parish Council response to the Local Plan Issues and Options Consultation July – August 2020 regarding Question 9

### **Summary**

**The purpose of a settlement boundary is to identify the extent of the existing built up area where future development could be accommodated.** This is an extract from the TVBC response to the Inspector's questions on 8<sup>th</sup> January 2015 regarding the Chilbolton settlement boundary and seems to be an acceptable definition.

A revision to COM2 para 9.2 is proposed that, if accepted, would bring TVBC into line with nearby authorities and set out broad principles for parishes to use when formulating neighbourhood plans.

Chilbolton propose the neighbourhood plans be the process to be used in changing settlement boundaries using broad outlines established in the local plan.

Chilbolton PC wish the new local plan to exclude any portion of TVF from the settlement boundary.

### **Review of adjacent county and borough policies**

The policies of Wiltshire, Winchester and East Hampshire have been compared with the TVBC policy as set out in COM2 and the June 2014 Topic Paper.

Wiltshire, Winchester and East Hampshire are adjacent/nearby largely rural areas that make important comparisons.

**Attachment B** shows a summary analysis of the various uses to be included within settlement boundaries by the above mentioned authorities.

**Attachment A** is a proposal by Chilbolton PC regarding the uses to be included in settlement boundaries.

### Policy COM2: Settlement Hierarchy

Within the boundaries of the settlements identified in the hierarchy (Table 7) and identified on inset maps 1 - 55 the principle of development and redevelopment will be permitted provided that it is appropriate to the other policies of the Revised Local Plan.

Development outside the boundaries of settlements in the hierarchy (as identified on map 1 - 55) will only be permitted if:

1. a) it is appropriate in the countryside as set out in Revised Local Plan policy COM8-COM14, LE10, LE16- LE18; or
2. b) it is essential for the proposal to be located in the countryside.

### Settlement Boundary Topic Paper 2014

The topic paper is an excellent document that justifies the settlement boundary hierarchy.

The detail concerning Chilbolton is questioned in two areas in the chart at 3.6 Settlement Hierarchy, primary school and leisure facilities.

Chilbolton does have a primary school. We would like to draw attention to the fact that Wherwell Primary school was formed by combining the Chilbolton and Wherwell primary schools in 1931.

The Chilbolton school was founded in 1843 and an average of 90 pupils attended.

Today, Chilbolton with a population of some 1000 compared to Wherwell's 470 or thereabouts provides more students and more governors to the school which is only some 300m from the Chilbolton Parish boundary. Wherwell primary school has also been the Chilbolton primary school since formation.

Noted further that a secondary school only needs to have easy access and this should also apply in the case of primary schools similar to Chilbolton.

Chilbolton does have Leisure facilities. The war memorial playing fields is a well established and much used local facility with football pitch and pavilion and change rooms, netball court, children's play area. The Chilbolton Cow Common and West Down nature reserve provide large areas for outdoor leisure.

If the above submissions are accepted, then Chilbolton would score 6 rather than 4 on the schedule at 6.2 although this makes no practical difference at this time.

Settlement boundary uses (Features)

COM2 9.2 where the uses to be considered as part of the settlement are set out the following are noted:

- Church yards
- Car parks
- Schools (and playing fields)
- Employment sites
- Full curtilage of dwellings
- Public open space (including recreation grounds and allotments)
- Farm complexes within/adjoining settlements.

9.3 notes that some dwellings or farm buildings in large grounds on the periphery of villages which relate to countryside rather than forming part of the village have not been included.

9.4 states that care has been taken to draft boundaries using identifiable boundaries on the ground such as buildings or curtilages to ensure that the policy boundary forms part of the settlement.

Chilbolton consider that the uses in 9.0 of the policy were not properly consulted upon, if at all, and that the manner in which they have been applied to Chilbolton was inconsistent.

Only part of the churchyard is included.

The car park at West Down and gravel area at Chilbolton Cow common and are not included

Full curtilage of dwellings not included in all cases

Allotments and playing fields are not included

Test valley farm (TVF) is partly included but it is clearly isolated and not part of the settlement, is invisible from the settlement and relates to the countryside because it is an agricultural tenancy. Further, TVF does not form a significant part of the built up character of the village, it is not a farm complex any longer and has no current agricultural buildings as suggested to the Inspector.

By way of comparison Manor farm which is close to the church, visible from the settlement and clearly part of the settlement and comprises several agricultural buildings that are in daily use.

The inclusion of TVF within the settlement boundary in the current local plan has offended many local people and the PC would like the position to be reviewed as part of the current local plan review.

The other matters set out above have been mainly ignored in the 2014 Chilbolton settlement boundary. However, apart from TVF, the parish council accords with the outcome if not the process. Clearly, the uses in COM2 para 9.2 are inappropriate for Chilbolton, were not given proper weight and should be revised in the new Local Plan.

Chilbolton has studied the policies of nearby rural, authorities and now propose that the uses in COM2 section 9.2 be amended in the new local plan to those set out in **Attachment A**.

It should be noted that the Chilbolton proposed uses would not affect the 2014 Chilbolton settlement boundary apart from the inclusion of TVF because in proposing the 2014 settlement boundary TVBC seems to have ignored the policy in COM2 9.2.

The Chilbolton PC wish to have that part of TVF that is included in the settlement boundary to be removed because:

- 1 It potentially harms the character, structure and built form of Chilbolton village.
- 2 It relates more to the open countryside than to the village.
- 3 It does not make an obvious infill or rounding off of the settlement boundary but rather is a carbuncle sticking out at the Southern extreme of the settlement.
- 4 Any development at TVF would require the cancellation of the agricultural tenancy that TVBC has recently refused, the widening of a very narrow road, provision of water, electricity and sewerage to a remote position.
- 5 The established priority need for housing in the parish is for downsize homes within an easy walk, say 5 minutes, of the village amenities which TVF can never be.
- 6 TVF comprises some derelict farm buildings and a house standing on the edge of the settlement and as such would have been automatically excluded from the settlement boundary in neighbouring Winchester, Wiltshire and East Hampshire so that its inclusion in Chilbolton is considered curious and misjudged.
- 7 When the neighbourhood plan was published for consultation in the parish there were many strong objections to the inclusion of TVF in the settlement boundary.
- 8 The parish council can see no benefit from the inclusion of TVF in the settlement boundary either short or long term as there are better development sites in village planning terms.

Attachment A	Proposed replacement of uses in COM2 para 9.2
Attachment B	Review of Principles for Village Settlement Boundaries
Attachment C	Chilbolton Settlement Boundary Map

Re Test valley Local Plan issues and Options July – August 2020.

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**Chilbolton submission regarding parking standards paras 8.13, 8.14 and 8.15.**

Chilbolton undertook an extensive parish questionnaire as part of the Neighbourhood Plan process when it became evident that on street parking is a serious problem in Chilbolton especially in older parts of the village and the Parish council proposed parking standards higher than those in the local plan for Chilbolton.

The inspector accepted our evidence in the attached report and agreed to the standards proposed for Chilbolton below that are now in the neighbourhood plan.

	<b>Chilbolton Policy HD7</b>
Dwelling size	Total spaces
1 bed	2 spaces per unit
2 and 3 bed	3 spaces per unit
4+ bed	4 spaces per unit

In our response to the Examiner we noted that TVBC standards do not align with HCC standards and that neither fully comply with 2019 NPPF and that our proposed policy would be compliant. This is set out more fully in our submission to the Examiner below. The Examiner accepted our proposal.

The following report has not been changed since it includes all the necessary evidence even though this was in response to the Examiner's specific questions.

**Chilbolton request that similar standards should be used for all rural villages in the new local plan.**

## Chilbolton Parish Council response to Examiner Question 12 on 26<sup>th</sup> March 2020.

What is the local evidence that supports the proposed higher parking standards set out in policy HD7?

Commented [MOU1]: We have a lot of evidence and photos. Can Fiona help?

The Parish Questionnaire highlighted parking as an issue and the report which is on the Chilbolton Website includes the following questions and responses.

### Question 44 - Are there any locations in the parish where traffic is of concern?

The 3<sup>rd</sup> Bullet Point under the pie chart which sets out residents' concerns states one concern to be *On street parking at Church / Room Cottages / Joys Lane in the summer*. Residents have specifically referred to on street parking in these 3 locations which are a significant central area of the Settlement Area and Conservation Area.

The other bullet points are also connected with the issue of traffic

There are also problems in Branksome Avenue and Branksome Close where residents are concerned about access for emergency vehicles. See attached photograph of Branksome Close.

### Question 48 Do you think that parking is a problem?

Page 26 of the Report on the Parish Survey is set out hereunder.

- While most respondents claim there is not a parking problem, there are concerns about Cow Common and summer parking on Village Street.
- There are also mentions of parking issues in Branksome Close and Village Street near the Church
- This is a rural area where the narrow roads prevent much on road parking.
- General feedback indicates the residents don't like people who park inconsiderately (i.e. outside people's homes, opposite driveways, on verges etc.
- Some concern mentioned about access for emergency vehicles.

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### 49: What suggestions do you have for any solution to parking issues?

122 people skipped this question suggesting they could not think of a solution they find acceptable.

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Those who did answer suggested Incentives to encourage off road parking –

1. Introduction of yellow lines
2. Additional dropped curbs
3. Grants to install driveways,

4. Extend the Mayfly Car park
5. Improve signage to the West Down Car Park
6. Provision of additional parking on private land
7. Provision of off road parking in excess of building standards for any future development

Numbers 1,2,3,6, and 7 all support the residents' wish for additional parking within the curtilage of houses. In particular numbers 6 and 7 specifically mention the provision of additional parking on private land AND for provision of off road parking in excess of the building standards for any future development.

This response and public meetings led to the Parking Objectives on page 20 of the Neighbourhood Plan.

- HO02: Protect distinctive qualities of built environment
- HO03: Ensure adequate parking and forward exit of vehicles from new developments and for extensions
- CIO06: Seek to minimise on-street parking

The Working group studied the various standards available on line for the UK and Hampshire and concluded that in our rural parish where there is practically no public transport there is a high demand for motor cars by working adults and by scholars and young people who need to travel to college, work, university, shopping, medical reasons and for school lifts. This gives rise to an unusually high number of motor cars with a very large number, probably most, of adults in the parish having their own car. There is also the problem of parking for visitors, friends and relations who generally have to travel by motor car and the further problem of casual visitors to the village to enjoy the common, pub and rural walks etc.

Another real concern is access by emergency vehicles – fire, ambulance and even police. There have been several cases when emergency vehicles (ambulances) have been unable to get to residents' homes and there have been unnecessary delays that have put people at risk.

Future charging of electrical vehicles increases the need for in-curtilage parking provision because connection of vehicles parked in streets is impractical. This future requirement suggests that more in-curtilage parking should be specified.

The problem is particularly serious for small and older properties that had no requirement for in curtilage parking when they were built but are now occupied by people who drive cars and have to park on street. Where small properties are extended by increasing the number of bedrooms the parking problem is worsened especially in areas of affordable housing such as Branksome Close and Eastman's Field. There is also a tendency to add rooms such as study, gym, etc. on larger developments that could easily be used as bedrooms but are not counted as bedrooms.

In addition to the 2 pictures on page 49 of the Neighbourhood Plan, attached are 2 more that together evidence the parking issues caused by on street parking that we are trying to ameliorate and in the absence of any suitable land for public parking the working group considered that the best way forward would be to increase the standards in the Local Plan to reflect the above issues whilst complying with NPPF guidance.

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In order to overcome these problems the working group, supported by the parishioners, proposed the standards set out in Policy HD7 for all new residential developments including alterations and extensions that increase the number of bedrooms and potentially the number of motor cars.

In effect the proposed standard is one more per bedroom than the HCC standards but less than Northern Ireland requirements for car parking provision required for residents and callers in developments on green-field sites or in low-density areas. The proposed standard is therefore considered reasonable in the particular circumstances of Chilbolton.

The HCC parking standards are rather general in nature, cover a large geographical area and appear to be policy rather than evidence based. These HCC standards assume that public transport is generally available and that accordingly there is a lower requirement for motorcars.

This is patently not the case in Chilbolton.

Chilbolton parish council consider that the Northern Ireland standards are more appropriate for a rural parish such as Chilbolton and submit that the proposed policy is fully compatible with paragraphs 105 and 106 of the February 2019 NPPF.

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).

In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

There is in the NPPF no prohibition on the setting of **minimum** parking standards. Paragraph 106 of NPPF clearly states that MAXIMUM parking standards for residential... development should ONLY be set where there is a clear and compelling justification and that they are necessary for managing the local road network, and **T**his is not the case in Chilbolton.

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In Chilbolton it is necessary to ensure that the local small rural roads and narrow residential roads and cul de sacs do not become clogged with parked cars so as to prevent emergency access and to ensure minimal danger to pedestrians. Many roads, in particular Village Street, have no footpaths and the safety of pedestrians, cyclists and horse riders is at risk if there is multiple on street parking. **There is no prohibition on the setting of minimum parking standards.** HCC and the TVBC Local Plan standards are NOT and cannot be maximum standards. Any attempt to enforce them as such will be contrary to paragraph 106 NPPF.

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The Parish Council believe that there is a principle in the legislation for Neighbourhood Plans that policies should be delegated to a local level wherever feasible (Subsidiarity) and this is the main incentive for local communities to undertake neighbourhood plans that can be more specific than higher level local government plans.

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The Parish Council believe that this approach and consequent Policy HD7 is in accordance with the philosophy of subsidiarity (delegating decisions to local people wherever reasonable) so that local needs and aspirations can be met and meets the objectives agreed by residents. It is also compliant with paragraphs 105 and 106 of the NPPF and paragraph 102 (d) and (e).

### Comparison of Parking Policies

	Chilbolton Policy HD7	HCC Standard	Northern Ireland Standard for in-curtilage parking provision
Dwelling size	Total spaces	Maximum spaces	Total Spaces (rounded up)
1 bed	2 spaces per unit	1 spaces per unit	2.25 spaces per unit (3)
2 and 3 bed	3 spaces per unit	2 spaces per unit	3.25 spaces per unit (4)
4+ bed	4 spaces per unit	3 spaces per unit	3.73 spaces per unit (4)

<sup>1</sup> The Northern Ireland guidance is for new developments with in-curtilage parking provision and is for new rural developments. We have interpreted this to the best of our ability.

[Planningni.gov.uk](#) [Home](#) :: [Policy](#) :: [Planning Policy Statements and Supplementary Planning Guidance](#) :: [Other](#) :: [Parking Standards](#) :: [Annexes](#) :: [Annex A](#)



Branksome Close.



Village Street

## Extract from Submission Plan.

Page 34 of Submission Plan.

### Parking within the Curtilage

- The narrow lanes within much of Chilbolton Village cannot accommodate additional on-road parking without risking a safety hazard to other road users, or hindrance to the passage, or free flow, of traffic. The limited amount of on-road parking within the Village contributes to its rural character, but on-road parking creates difficulties, in some areas and, for residents in those areas, the issue of parking is a very significant concern.

Example: especially in Summer when the Chilbolton Common attracts many visitors

- Poor levels of public transport and the lack of facilities within the Parish mean that there is a high reliance on the car. Development proposals should address the need for a reduction in the reliance of the use of private vehicles wherever possible, but, in circumstances where this is not possible, appropriate on-site parking provision must be provided in the interests of safety and to protect the rural character of the plan Area.

### Policy HD7 : Parking within the Curtilage

a) All new residential development including alterations and extensions which provide extra bedroom(s), must provide resident and visitor car parking spaces so as not to impact on parking provision. Development proposals that result in the loss of existing residential off-street car parking to levels less than those set out below, will be strongly resisted unless an equal amount of replacement off-street car parking is provided in a suitable location. In line with the NPPF, electric vehicle charging facilities should be encouraged

b) Provision of parking must:

- avoid additional on-road parking for residents and visitors, arising directly or indirectly from the development, which will lead to safety hazards or hinder the passage/free flow of traffic (including use by agricultural vehicles, horses or pedestrians);
- not detract from the rural character of the area;
- consider that the rural location, and the lack of public transport, will require facilities for visitor parking and reflect the fact that more than the normal level of car ownership is likely, and,
- incorporate appropriate sustainable drainage systems. the fact that more than the normal level of car ownership is likely, and,
- incorporate appropriate sustainable drainage systems.

The following parking standards should be used:

Dwelling size Total spaces

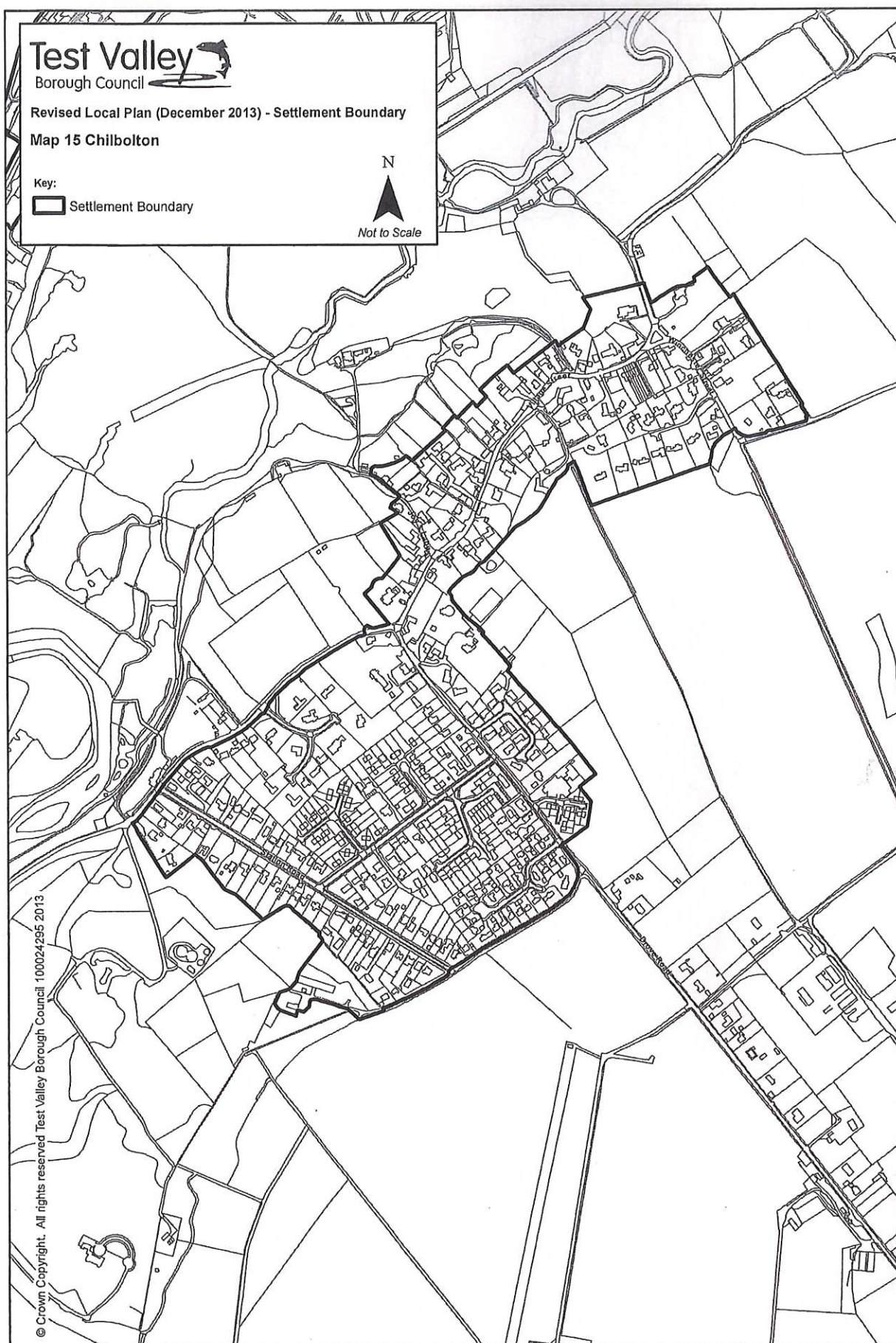
1-bed 2 spaces per unit

2 and 3-bed 3 spaces per unit

4+bed 4 spaces per unit

Policy HD7 Supports Objectives HO01, HO02, HO03, CIO06







## Summary

The approach taken by Winchester, Wiltshire and East Hampshire and Test Valley are compared. Winchester, East Hampshire and Wiltshire are considered to be Best Practice in surrounding areas comparable to Test valley. Noted that Neighbourhood Plans are recommended as preferred approach for adjustments to Settlement Boundaries. Interesting to observe that Farm complexes within / adjoining settlements are excluded by Winchester, Wiltshire and East Hampshire whilst Schools and playing fields are hardly mentioned although these are all included by Test Valley.  
X - indicates source of wording for feature.

	Feature	Winchester	Wiltshire	East Hants	TVBC	Chilbolton Submission
<b>Key features:</b>	Boundary drawn tightly around built form	X				
	Follow defined physical features	X				
	Need not be continuous; potentially two or more separate elements.	X				
	The settlement boundaries define the built form of the settlement by, where practicable, following but not including clearly defined physical features, such as walls, fences, hedgerows, roads and water courses.		X			Preferred wording.
	The boundary will be defined tightly around the built form of settlements and where possible will follow defined features such as walls, fences, hedgerows, roads, canals and woodland.			X		
<b>Includes:</b>	The proposed settlement boundaries have followed defined features that are present in the settlement.				X	
	Built/ commenced allocations/ planning permissions	X				
	Small pieces of land below threshold for allocation or potential infill/ rounding off opportunity	X				Preferred wording.
	Curtilage contained, visually part of the urban area and separated from the open countryside	X				

The curtilage of a property that relates more closely to the built environment (e.g. a garden) or has limited capacity to extend the built form of the settlement in terms of scale and location Recreational or amenity space at the edge of a settlement that relates more closely to the built environment					X			
Built and commenced residential and community facilities development such as religious buildings schools and community halls, that is physically related to the settlement					X			
Existing commitments i.e. unimplemented planning permissions and implemented permissions.						X		
The curtilages of buildings which are contained, closely relate to the character of the built form, have enclosing features, and are separated from the open countryside.						X		Preferred wording.
Future allocations within emerging Neighbourhood Plans or any reviews to East Hampshire's District Local Plan						X		Preferred wording.
Small scale development opportunities which would provide infill and rounding off opportunities that are physically, functionally and visually related to the existing urban area, taking account of any environmental development constraints.						X		
Church yards							X	
Car parks							X	
Schools (and playing fields)							X	
Employment sites							X	
Full curtilage of dwellings							X	
Public Open space (including recreation grounds and allotments)							X	
Farm complexes within / adjoining settlements							X	
Playing fields or open space at the edge of settlements				X				
Affordable housing permitted on exception sites				X				
Loose knit buildings on the edge of settlements				X				
Outlying or isolated development, including farm buildings				X				Preferred wording.

**Excludes:**

Large gardens or other areas, e.g. paddocks or orchards, whose inclusion would harm the character, structure or form of the area	X					Preferred wording.
Important gaps, e.g. where a settlement is fragmented or where open gaps between developed areas should be retained	X					
Camping and caravanning sites not in permanent residential use	X					
Agriculture, forestry, equestrian development, minerals extraction, landfill and public utilities.						
Employment development, farm buildings and farmyards, at the edge of large villages		X				
Isolated development that is physically detached from the settlement (including farm buildings or agricultural buildings and renewable energy installations)		X				Preferred wording.
The extended curtilage of a property that relates more closely to the open countryside (e.g. a field or paddock) or has the capacity to substantially extend the built form of the settlement in terms of scale and location		X				Preferred wording.
Recreational or amenity space (playing fields or open space) at the edge of the settlement that relates more closely to the open countryside		X				Preferred wording.
All types of unimplemented planning permission		X				
Open spaces, sports and recreational facilities which stand on the edge of the built form of settlements (existing or proposed).				X		
Isolated development which is physically or visually detached from the settlement.				X		
Sections of large curtilages (including gardens) which relate more to the character of the countryside than the built form. Where possible and to maintain continuity, <u>exceptionally long gardens will follow the boundaries of adjacent properties with smaller curtilages.</u>				X		Underlined wording preferred
Agricultural farmsteads which stand on the edge of the built form of settlements				X		Preferred
Important gaps e.g. where a settlement is fragmented, the open gaps between developed areas should be retained.				X		

**Excludes:**

Affordable housing sites permitted on exception sites, including those exceptions sites that are allocated with LPP3.				X		
Agriculture, forestry, nurseries, garden centres, equestrian development, minerals extraction, landfill, water features, public utilities (sewage treatment plants, substations).				X		Preferred
Camping and caravanning sites not in permanent residential use						

Chilbolton propose the following replacement for TVBC COM2 para 9.2 for consultation.

KEY FEATURES	FEATURE	USES - Extract from S 9.0 TVBC COM2	CHILBOLTON COMMENT
INCLUDES	The settlement boundaries define the built form of the settlement by, where practicable, following but not including clearly defined physical features, such as walls, fences, hedgerows, roads and water courses.	The proposed settlement boundaries have followed defined features that are present in the settlement.	Specific and easily understood.
	The curtilages of buildings which are contained, closely relate to the character of the built form of the settlement, have enclosing features, and are separated from the open countryside.	Full curtilage of dwellings	Specific and easily understood.
	Small pieces of land with potential infill or rounding off opportunity whose inclusion would benefit the character, structure or coherence of the settlement.		Sensible to round off settlements
	Future allocations within emerging Neighbourhood Plans		NPs should provide detail withing LP Policy.
		Church yards Car parks Employment sites Schools (and playing fields) Public Open space (including recreation grounds and allotments) Farm complexes within / adjoining settlements	Surprising that these uses have been specifically Included by TVBC when they are Excluded by adjacent authorities who have carried out a consultation process. These uses are not supported by consultation or evidence and there is insufficient detail to avoid misinterpretation.
EXCLUDES	Large gardens or other areas, e.g. paddocks or orchards, whose inclusion would harm the character, structure or form of the area and relate more to the character of the countryside than the built form. Exceptionally long gardens will follow the boundaries of adjacent properties with smaller curtilages.		Accords with Chilbolton 2014 settlement boundary
	Agriculture, forestry, nurseries, garden centres, equestrian development, minerals extraction, landfill, water features, public utilities (sewage treatment plants, substations).		Accords with Chilbolton 2014 settlement boundary Except inclusion of Test valley farm.
	Recreational or amenity space (Playing fields or open space) which stand on the edge of the built form of settlements (existing or proposed) that relate more closely to the open countryside		Accords with Chilbolton 2014 settlement boundary
	Agricultural farmsteads which stand on the edge of the built form of settlements		Accords with Chilbolton 2014 settlement boundary (Manor farm is excluded) Except inclusion of Test valley farm.
	Outlying or isolated development, including farm buildings which is physically or visually detached from the settlement.		Accords with Chilbolton 2014 settlement boundary.



## Chilbolton response to Local Plan Consultation July – August 2020.

Rev 200827

This is a formal response by Chilbolton Parish Council to the local plan issues and options questionnaire July – August 2020.

The parish is particularly concerned about settlement boundaries and off street parking and wishes its proposals included as an attachment to be carefully considered by TVBC.

In brief, the LP should set out broad principles in a revised COM2 leaving the parishes to make proposals for changes to settlement boundaries as part of the neighbourhood planning process.

Regarding parking we consider that the parking standards accepted by the Inspector for the Chilbolton neighbourhood Plan should be considered for all rural parishes. Our submission to the Inspector should be considered as a response to Paragraphs 8.13, 8.14 and 8.15

We further believe that in responding to the PLANNING FOR THE FUTURE - WHITE PAPER – AUGUST 2020 TVBC should propose that all land presently outside the settlement boundaries should be “protected” as suggested provided that settlement boundaries could be modified by parishes as part of the neighbourhood planning process. [Proposal 1: The role of land use plans should be simplified. We propose that Local Plans should identify three types of land – Growth areas suitable for substantial development, Renewal areas suitable for development, and areas that are Protected.](#)

	Chilbolton Response
<p><b>Question 1</b></p> <p>Should (a) we maintain the two existing Housing Market Areas (HMA) but perhaps with a revised boundary between them, such as enlarging the area within STV HMA. If so, what additional area(s) of the Borough should be included within STV HMA?</p>	<p>a) In principle YES. Andover and Romsey are moving towards being completely different towns in future. Romsey remains an historical market town with controlled growth and limited industrial and commercial activity whilst Andover is much larger now and is becoming a faster growing industrial and commercial town within a much wider geographical area. Their needs will diverge over time.</p>

	<p>Alternatively, (b) should a single HMA for the whole of Test Valley be used?</p> <p>Or (c) should additional HMAs be created, increasing the number to 3 or 4, with the additional HMA(s) applying to the rural area?</p>	<p>b) No. This would endanger parish and village wishes and weaken Neighbourhood Plans or make them inconsequential.</p> <p>c) No. Individual Neighbourhood Plans should suffice</p>	
	<p><b>Question 2</b></p> <p>In determining HMAs how should wider relationships with settlements beyond the Borough's boundaries, be taken into account, including with Southampton, Salisbury and Winchester?</p>	<p>This might encourage dormitory settlements and should not be considered until the borough has accommodated its own housing needs and then, only provided that it requires more population. Why include Salisbury when Basingstoke is much nearer?</p>	
	<p><b>Question 3</b></p> <p>Should an alternative approach to using parish boundaries be used for HMAs? If so, would this be easily be identifiable and practical for monitoring purposes?</p>	<p>NO. There appears to be no obvious advantage and cross parish management will concern parish councils and devalue neighbourhood plans.</p>	
	<p><b>Question 4</b></p> <p>Should the number steps of the settlement hierarchy be increased, for example by sub-dividing the 'rural villages' into two separate tiers?</p>	<p>PERHAPS. There might be advantages for villages with large populations e.g. over 3000 that will require decentralised facilities now concentrated in Andover and Romsey and could reduce travel.</p>	
	<p><b>Question 5</b></p> <p>How should we decide which settlements to include within each step of the settlement hierarchy?</p>	<p>Please refer to separate proposal regarding settlement boundaries. Please see Attachments A and B</p>	

	<p><b>Question 6</b></p> <p>Should we consider groups of rural settlements together, where these are closely related it each other and/or share facilities and services?</p>	<p>Possibly. More difficult if they are across more than one parish. It would be much better to leave this to inter parish co-operation.</p>	
	<p><b>Question 7</b></p> <p>How should we treat rural settlements which are close to other larger settlements and can therefore also easily access their facilities and services?</p>	<p>No special treatment is needed. This is a matter for economics.</p>	
	<p><b>Question 8</b></p> <p>In updating the settlement boundaries to reflect recent development which has built and development with planning permission, should we also include new allocations?</p>	<p>No. All new allocations should include direct gains for the local community when development takes place. e.g. 20% of area for parish allocated self build, downsize or affordable housing or other facilities e.g. allotments, medical etc. on individual parish wish lists.</p>	
	<p><b>Question 9</b></p> <p>How should we define settlement boundaries? What types of land uses should be included, such as public open space?</p>	<p>Please refer to separate proposal. Settlement boundaries are for building housing and should be delegated to neighbourhood plans. Public open space should remain as public open space for ever.</p>	

	<b>Question 10</b> Should the approach to using whole curtilages for defining settlement boundaries be retained, or should we take account of physical boundaries which extend beyond curtilages, or limit settlement boundaries to only parts of curtilages?	Whilst the principles and options should be set out in the LP the parish should have the final say about detail through neighbourhood plans.	
	<b>Question 11</b> Should settlement boundaries be drawn more tightly or more loosely, and perhaps reflecting which tier settlement is within the settlement hierarchy?	This will be different from village to village and should be a parish matter through neighbourhood plans.	
	<b>Question 12</b> Should settlement boundaries provide further opportunities for further limited growth beyond infill and redevelopment?	PERHAPS. Our view is that settlement boundaries changes should be part of the <u>neighbourhood plans process</u> and that the Local plan should set out only broad principles for parishes to consider.	
	<b>Question 13</b> Should we have a specific policy for self build homes?	NO. Self build should be encouraged but otherwise meet local planning policies.	
	<b>Question 14</b> Should be we have a policy for large housing sites to include a proportion of serviced plots to be made available for sale to those seeking to build their own homes?	YES. Perhaps 20% of sites. Provision should also be made for balancing the housing stock with emphasis on starter and downsize houses. Self build usually results in better designs, more environmentally efficient designs and is	

		less expensive and more attractive than mass built boxes favoured by developers. Supports Government policy for group led housing schemes.	
	<b>Question 15</b> <b>Should Self-build housing be delivered as part of community led development?</b>	YES. This should be part of the neighbourhood plans process.	
	<b>Question 16</b> Could the introduction of a self-build housing policy also be an opportunity for the Council to tackle the issue of climate change?	YES Absolutely. Provided that the local plan specifies minimum standards for building insulation, trees, planting and garden areas for each and every development.	
	<b>Question 17</b> Should a revised tourism policy be more flexible for potential new tourist attractions?	YES. Always provided that this does not lead to large numbers of one day visitors who cause traffic congestion and congregate at beauty spots such as Chilbolton Cow Common where there are no facilities for parking, toilets etc. and in this case an SSSI.	
	<b>Question 18</b> Should a revised tourism policy be more supportive of innovative proposals?	YES. An example is the proposed footbridge over the River Test at the Mayfly Public House in order to provide safe access to the Test Way.	

