

## TVBC Local Plan 2040 – Public Consultation.

Please find comments from King’s Somborne Parish Council below

The Council has concerns that 2.62 does not appear to be in line with 3.32.

*2.62 Facilitating access to public transport, enabling an increase in sustainable movements and use of low carbon transportation along with having large rural areas in the Borough, presents a significant challenge for the Local Plan 2040. Partnership working with key stakeholders will assist in the delivery of this objective including with Hampshire County Council, Network Rail, and public transport providers.*

*3.32 The assessment shows that the more rural settlements vary in the amount and type of facilities that they offer. The settlements that have all 6 key facilities **and have a good level of public transport** (note16) have been identified as our more sustainable rural settlements and are identified in tier 3. Settlements that have five or less of each of the key facilities and have a public transport service have been identified in tier 4*

*Note 16: A good level of public transport has a medium or high level of bus service as defined in the Settlement Hierarchy Topic Paper. A medium level includes a daily service to a larger town and a high level includes a public transport service half hourly, hourly or includes a journey to and from key work location*

All the TF3’s are assessed as medium. The Council suggests this needs reassessing against the Sustainability Appraisal.

3.32 talks about transport being “good” which it is not. Looking at the 6 attributes, King’s Somborne has a Village Shop, a Pub etc. but Council does not believe it has a “good level” of public transport to a key work location. The Council does not believe King’s Somborne should be assessed as “medium”.

- Re: Winchester: You cannot get to Winchester before 9.34am. And to get back to King’s Somborne the same day, you have to catch the 12.15 bus. This does not support commuters for work purposes.
- Re: Andover and Romsey. There are no bus services between King’s Somborne and the two centres of Andover and Romsey.

In addition, in the supplementary document, King’s Somborne is listed as having a “takeaway”, which it does not. The nearest “takeaway” is in Stockbridge. We are also listed as having two shops. We used to, but one has recently closed. We do have a pre-school however.

The Council is concerned that increased housing numbers have been allocated without strategic planning as to the primary transport routes, particularly for work purposes.

The distance from and access to the centres by public transport (Romsey and Andover) should be considered before building in Rural Test Valley.

There are however good transport links from Andover to Winchester and Andover to Basingstoke. This needs to be considered.

*2.34 Across the Country, the role of town centres is changing, and the retail sector in particular is facing challenges. Shopping activity and retail businesses have been impacted by the pandemic. On-line shopping and the growth in home delivery services, for example, have impacted footfall and shopping behaviour in many towns. Andover and Romsey will need to adapt over the plan period in*

*order to maintain their vitality and prosperity, and likely in different ways. This presents both challenges and opportunities for the Local Plan 2040.*

The Council cannot understand how this will be achieved. What policies are going to put in place to encourage / achieve this? How does this create good access? And improve the economic condition?

There is no mention of transport in or out, or car parking. This lacks detail

*5.14 Table 5.1 sets out our overall housing requirement for the plan period 2020 - 2040.*

The Borough is split into the north and the south, with 43% of new dwellings (233) in the south and 57% new dwellings (308) in the north.

Does this mean that they are affectively treated as 2 separate boroughs for new dwelling allocation? Should there not be the facility to reconcile across the areas, across the life of the plan is in place?

4.128, 129 & 130 – Sustainable Growth

The Council is concerned that all 3 paragraphs appear to be a wish-list, and are not supported by evidence or policies to make it happen.

5.54 – Economic Development

Council believes that Table 54 is at odds with the notional sustainability.

Importantly:

When considering transport links, there are no transport links between Andover and Romsey, nor the villages between. There is no rail link and there is no bus link between these 2 hubs.

There needs to be a strategic plan that links travel to work areas with transport routes. Additional housing should not be focused on the villages without a strategic plan to increase sustainable transport.

The Council believes the Plan is incorrect in the type of community King's Somborne is, what it has and what it needs.

Further information can be obtained on request.

With thanks

Liz

**Liz Manship**

Clerk and Responsible Financial Officer to King's Somborne Parish Council

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