

TVBC Local Plan 2040

Thank you for the opportunity to comment on the above local plan. I am responding as a local resident who has lived within the Borough, specifically to the south of Andover, since 1997.

Overview.

I fully support the general thrust of the proposed plan but believe that it requires to be adjusted to reflect the changing circumstances in the local area as well as the country as a whole. In particular, it needs to reflect the impact of the exit from the European Union – the damage to trade and industry as a result of the move outside of the single market, and the adverse impact on immigration, inflation, the cost of living and the associated reduction in population growth. It also needs to reflect the likely long term impact of COVID on employment practices including the reduction in the number of commuters, particularly to London, as well as those employed locally in service industries.

The full impact of these changes on the communities within Test Valley are as yet unclear but it is likely that the overall result will be contrary to the expressed vision within the current draft as shown on page 18 in 2.21. For example, it is unlikely that Andover, as a market town, will thrive – local industry and job opportunities are likely to decline and the present poor footfall in the town centre will decrease further. Furthermore, whilst the population of the area is predicted to rise, this will continue to be a mainly aging population; the birth rate will continue to be low (and may well indeed decline further) as families attempt to manage on reduced incomes and as the number of those economically active will also reduce. As a result, TVBC needs to revise the vision, as reflected in the plan, to reflect this emerging reality on the Borough's economy, and encourage local services and retailers to reflect the retail and entertainment needs of an older population

Test Valley Sustainable Spatial Strategy.

I endorse the thrust of the proposed spatial strategy. set out on page 29, particularly developments which promote active travel as well as local infrastructure which support clean travel. The lack of public transport provision to the villages south of Andover, and the lack of cycleways and paved footpaths between built up areas, has the effect of making private vehicles the prime means for local commuting and domestic travel.

In the south of the Borough, there have been a number of initiatives to develop cycle paths alongside key local routes such as the A3057 in Timsbury and the A27 (Southampton Road) south of the Romsey bypass. There is a similar, currently unmet need for a continuous cycle way from Little Ann to the Burghclere Down roundabout (junction Salisbury Road, Floral Way and Leyton Way). This would enable young people attending schools in the most southerly part of Andover may have a safe and convenient means of travel from Anna Valley and Abbots Ann. This will also have the benefit of supporting active and sustainable modes of transport, whilst reducing the impact of travel by private car (page 25) thereby supporting a more active lifestyle and enhancing health and wellbeing (page 23).

I also have concerns about the Settlement Assessment outcomes. It appears than TVBC has grouped Anna Valley, Goodworth Clatford and Upper Clatford as a single community within Tier. 3 They are however, two distinct areas and not at all integrated. For example, the nearest grocery shop and post office for residents of Anna Valley and Upper Clatford is at the Hexagon on Salisbury Road, rather than Goodworth Clatford. The Hexagon can be reached by well-maintained footpaths which can be used by middle aged and younger people either on foot or on bicycles. It is however not

