

Proposed response from Over Wallop Parish NDP Steering Group to TVBC re Local Plan 2040

Thank you for the opportunity to comment on the Draft Test Valley Local Plan 2040.

I write on behalf of the Over Wallop Parish Neighbourhood Development Plan Steering Group. We have recently concluded the Schedule 14 consultation process for our NDP which covers the entire Over Wallop Parish (comprising Over Wallop village, part of Middle Wallop, Palestine and Kentsboro). Available at www.OWparishNDP.uk

In summary:

- given the linear nature of the Wallops (which stretch in excess of 6 kilometres end-to-end), with very limited footpaths in the villages, facilities in one part of the Over Wallop would be largely inaccessible to a majority of residents in Nether Wallop (other than by car), and vice versa.
- As such, it seems inappropriate to group the settlements for the purposes of your evaluation of sustainable development.
- Excessive traffic volumes is already a serious concern in the village. This infrastructure constraint does not seem to be taken into account in your evaluation but we believe it should do.
- In addition, there is an extremely limited public transport service from Over Wallop (one service per day to Andover)
- Taking the above into consideration, we disagree with Over Wallop being allocated Tier 3 status and feel Tier 4 (out of 5) would be more appropriate.

We would also like to make the following more detailed points:

Settlement hierarchy – grouping of settlements

We note that it is proposed that The Wallops (Over Wallop, Middle Wallop and Nether Wallop) be grouped as a single settlement for the purposes of assessing facilities and therefore determining sustainable settlement tiering. This is on the assumption that neighbouring settlements can share facilities and mitigate the need for travel by car to use such facilities. Under that proposed system, The Wallops have been assessed as Tier 3.

While we appreciate that a system of tiering is required, and that certain simplifications will need to be made, nonetheless we feel the proposed system to group the Wallops does not take into consideration:

- (1) the Wallops are three largely linear settlements stretching some six kilometres along the Wallop Brook
- (2) As a result of narrow carriageways, there is very limited provision of pavements or footpaths through the villages
- (3) Therefore facilities in one part of the Over Wallop would be largely inaccessible to a majority of residents in Nether Wallop (other than by car), and vice versa
- (4) In any event, many of the facilities attributed to the Wallops (Café/restaurant and Takeaway) are actually located in Kentsboro, over three kilometres from the centre

of Over Wallop and only accessible by car via the A343 (a largely 60 mph road which also has no pavement or footpath)
(5) Much of the Wallops does not have superfast broadband

The idea that the facilities in the Wallops could support sustainable development (ie. are accessible without the need to travel by car) is incorrect.

Existing infrastructure constraints

There appears to be no recognition in the proposed tiering system for existing and known infrastructure constraints.

By way of example, in a recent (May 2021) survey of Over Wallop parish residents, traffic speed, volume and noise were again highlighted as the most material issues in our parish by a very significant margin. These issues, which were raised by residents from across the village, were identified over a decade ago and remain unresolved after many years.

The following is replicated from the Hampshire Country Council website:

“A study commissioned in 2013 by Hampshire County Council confirmed that a significant amount of the traffic through Over Wallop was not stopping, the volume of traffic was inappropriate for the nature of Station Road and Salisbury Lane, as were vehicle speeds, often in excess of the 30mph speed limit.”

Additional housing in and around the Wallops will simply exacerbate these issues. While Hampshire Country Council has known about the traffic problems for years, they have so far failed to deliver any meaningful solutions given the specific challenges and budgetary constraints involved.

We believe that, where there is a known and ongoing concern (such as road infrastructure constraints) this should be an influencing factor in the tiering assessment.

In Over Wallop, there is a similar concern related to over development and the impact of such on the Wallop Brook.

Public transport

There is one daily bus service from Over Wallop to Andover. It leaves the village at 11am and returns to the village at 2.25pm. There is no bus service to Grateley Station or Stockbridge from Over Wallop. The idea that such a public transport service is ranked “Medium” and would be sufficient to support sustainable development (ie. without the need to travel by car) is incorrect.

Based on our points above, we would strongly argue it is not appropriate to group Over Wallop and Nether Wallop and that they should continue to be assessed as separate settlements.

We thank you for the opportunity to participate in such consultation and look forward to seeing how our concerns will be addressed.

Yours,

Stewart MacDonald
Chairman, Over Wallop Parish Neighbourhood Development Plan