

Test Valley Borough Council Draft Local Plan 2040

Regulation 18 (Stage 1) Consultation February 2022

Consultation Response

Land at Stockbridge School, Stockbridge

Prepared on behalf of Highwood

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1.0 INTRODUCTION

- 1.1 This representation is prepared by Tetra Tech Planning on behalf of Highwood Group (hereafter 'Highwood') in response to the Test Valley Borough Council (TVBC) Draft Local Plan 2040 Regulation 18 Stage 1 consultation.
- 1.2 This representation follows previous representations made as part of the Issues and Options and Refined Issues and Options consultation held in 2018 and 2020 respectively. The site at Test Valley School has previously been promoted through TVBC's Call for Sites and the sites have SHELAA references 236 and 237. Highwood now have an interest in the land at Test Valley School.
- 1.3 We thank TVBC for providing the opportunity to comment on this latest version of the plan. This representation begins by considering the needs of the Borough, focusing on Chapter 5 of the Consultation document, before commenting on the spatial strategy and how those needs could be sustainably met, with a focus on Chapters 3 and 4 of the consultation document.

2.0 MEETING TEST VALLEY'S HOUSING NEEDS

- 2.1 Firstly, the use of the Standard Method (as required by the NPPF) to calculate housing need and the commitment at paragraph 5.13 to meet the need derived from the Standard Method is supported. We also agree that the Standard Method calculation needs to be regularly reviewed based on the latest information (for example updated affordability data). However, it is disappointing that the Draft Plan goes onto claim there are no 'exceptional circumstances' to justify a higher housing requirement and hence no need to plan for a higher number of homes.
- 2.2 There are a number of compelling reasons why TVBC should be ambitious and plan for a higher number of homes.
- 2.3 Our first contention is that the application of an 'exceptional circumstances' test to the decision not to seek a higher number of homes is misplaced, particularly in relation to unmet need of neighbouring authorities. The PPG is clear that the Standard Method 'provides a minimum starting point in determining the number of homes needed in an area [our emphasis]' which the draft plan recognises. In respect of unmet need, paragraph 61 of the NPPF is also clear that 'In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for [our emphasis}'. As this section will show, there are compelling reasons why TVBC should be proactively and ambitiously planning for higher housing growth to help tackle the worsening issues of affordability, particularly in the rural areas, and help meet the established unmet need within the wider south Hampshire sub-region of which Test Valley is a part.

Unmet Needs

- 2.4 Firstly, it is contended that TVBC should be accommodating some of the unmet need of the wider sub region, particularly the South Hampshire region which has an established unmet need overall approaching 13,000 homes.¹ Furthermore, neighbouring Southampton City Council are predicted to have a shortfall of 7,345 homes against their forecast requirement (as set by the Standard Method). Test Valley, whilst being located only partly in the sub-region, still has an opportunity to help meet some of this need within their considerably less constrained boundaries, most appropriately within the STV HMA.
- 2.5 Councils have a Duty to Cooperate with each other on strategic issues, including housing issues, across administrative boundaries. It is not clear what discussions have to date taken place between TVBC and neighbouring authorities about meeting unmet need. The Strategic Housing Market

¹ PFSH Statement of Common Ground (SoCG) 2021 – Revision and Update (25/10/21). TVBC are a member of PFSH and a Signatory to the SoCG.

Assessment (SHMA) completed in January 2022 confirms at paragraph 3.18 that it gave no consideration to unmet need of neighbouring authorities despite the significant and acknowledged unmet need as described above.

- 2.6 Test Valley is considerably less constrained than its neighbouring authorities and contains a number of settlements as well as at Romsey across the STV HMA, including Stockbridge, which are highly sustainable and could help meet the unmet needs of Southampton and the wider South Hampshire Region.
- 2.7 TVBC has significant potential to contribute towards the supply necessary to overcome the unmet needs within their boundaries. The NPPF is clear that local authorities should work with their neighbours to explore how unmet need can be met. It is clear that 'any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for (NPPF Para. 61).' There is no evidence that this proactive engagement has yet occurred to discuss how TVBC can help accommodate unmet need and it is concerning that such a reasonable alternative has not been explored as part of the SHMA, the Sustainability Appraisal (SA) or considered as an option within the Draft Plan. TVBC should not wait for a 'request' in this regard from other local authorities, given the level of unmet need in the area is already well understood and acknowledged by TVBC, but instead should be proactively planning to accommodate some, if not all, of the already identified shortfall. Failure to do this will undermine the soundness of the plan. Therefore, it is recommended that Test Valley proactively explore with their neighbours how TVBC can help accommodate the unmet needs of the area. Failure to do so risks further embedding the shortage of housing in the area, reducing the affordability of housing both in Test Valley and regionally.

Affordability in the Rural Areas

- 2.8 It is common knowledge that housing affordability in the south-east region is worsening and this includes within Test Valley where the latest house price to earnings data shows for the district as a whole that house prices are on average 10.6 times average earnings – the highest in the Borough to date – and increasing, from a ratio of 4.93 back in 1997.
- 2.9 Whilst the district wide house price to earning ratio already does not show a positive picture, the aggregated data for the district as a whole hides the particularly acute crisis in affordability within the rural areas of the district which will stymie the sustainability and vitality of rural settlements, such as Stockbridge and its catchment, if it is not addressed. National data suggests average house prices

are 8.6 times the average earning in rural areas compared to 7.4 times in urban areas. Nationally, the proportion of persons over 65 in rural areas is also 8% higher than in urban areas.²

- 2.10 Our earlier representation to the Refined Issues and Options Consultation in June 2020 demonstrated how the population of Stockbridge Parish is aging with 41% of the Parish aged 65 and over, with an expectation for this to increase to 43.5% by 2021. Furthermore, it showed that occupancy rates were significantly below the district average suggesting there is a lack of smaller properties for people to downsize to in the locality. It also confirmed that average house prices in Stockbridge at that time (August 2020) were £689,322. A review of the same data today (April 2022) suggests average values in the area of £782,535,³ an almost £100,000 increase in less than two years, equating to 23.5 the average earnings in the Borough⁴. This compares to the District median house price of £315,000 quoted in the SHMA. This compares to the average in Andover of £363,357⁵, £502,533 in Romsey and £610,077 in Winchester.⁶ The Zoopla 'heatmap' of average house prices clearly indicates that Stockbridge is distinctly the most expensive place to buy a home anywhere in the area.
- 2.11 This suggests a major disparity between the house price growth in the urban areas of Andover and Romsey and other areas, where growth has historically been focused, and the rural areas where growth has been restricted, such as at Stockbridge. Indeed, a review of historic records shows that the quantum of housing stock in Stockbridge has changed very little in nearly 200 years.⁷ It indicates that strategies to focus growth at Andover and Romsey in the past have had some success at managing housing affordability in those areas, however this has come at the expense of affordability within the rural areas, and particularly around Stockbridge where affordability has significantly worsened to a point where Stockbridge is now the least affordable location in the area.
- 2.12 It is difficult to quantify the number of people that both live and work in Stockbridge. However, it is clear that a high proportion of employment in Stockbridge itself derives from retail and hospitality work, supplemented by work in agriculture and supporting business. The employment figures for Stockbridge (as presented in the 2021 Stockbridge Parish Profile) shows 22% of jobs are in accommodation & food services and 17.6% are in retail. These trades are unlikely to pay above the district average and in any cases will pay significantly below the average. It is therefore very unlikely

² DEFRA, Statistical Digest of Rural England (November 2021) -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1043504/09_Statistical_Digest_of_Rural_England_2021_November_edition.pdf [accessed 01.04.22]

³ <https://www.zoopla.co.uk/market/hampshire/stockbridge/?q=stockbridge> [accessed 01.04.22]

⁴ Average earnings are £33,186 based on the ONS Table 5b - Median gross annual (where available) residence-based earnings by local authority district, England and Wales, 2002 to 2021 (£)

⁵ <https://www.zoopla.co.uk/market/andover/?q=andover> [accessed 07.04.22]

⁶ <https://www.zoopla.co.uk/market/romsey/?q=romsey> [accessed 07.04.22]

⁷ <https://www.visionofbritain.org.uk/unit/10162221/cube/HOUSES> [accessed 07.04.22]

that most people that currently work in Stockbridge can afford to own their own home in the settlement.

- 2.13 There is also an evident lack of affordable housing within Stockbridge Parish. According to data from Hampshire Home Choice,⁸ average waiting times for an affordable home in Stockbridge is currently 129 weeks. The quantum of let affordable housing in Stockbridge Parish is also only 17 properties, 13 of which are 1bed flats. There is clearly a dire shortage of affordable housing in Stockbridge, particularly for young and growing families, which inevitably forces those on lower incomes out of the village. There is clearly an acute need for affordable housing in Stockbridge which delivery of new homes in the settlement will help solve.
- 2.14 There are therefore compelling reasons for Test Valley to direct new housing growth to sustainable rural settlements within the borough, and particularly Stockbridge. Whilst supporting the draft plan's recognition at 3.12 that the rural areas face 'challenges' in terms of housing supply and affordability and the risks this can pose to rural settlement vitality, the plan should go further and explicitly recognise the affordability crisis in the Borough's rural areas and, to address this crisis, its focus should be on Option E which should enable the growth of rural settlements.

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https://www.hampshirehomechoice.org.uk/AverageWaitingTime/Results?AverageWaitingTimePeriods=1825&AverageWaitingTimeLocation=2&Sender=NavigationBarPanel&_id=1649343815968#map-link-41
[accessed 07.04.22]

3.0 STOCKBRIDGE AND THE SPATIAL STRATEGY

- 3.1 Highwood strongly support the Council's confirmation that they will be pursuing a strategy that includes directing development to Support the Largest Settlements (option E). We also support the commitment to

Maintaining and enhancing the roles of our larger urban and rural settlements through accommodating development that meets the needs of local communities and supports existing accessible facilities.

Sustainable development of new homes at Stockbridge, the largest and most sustainable rural settlement located at the heart of Test Valley's rural area, perfectly fits with the Draft Local Plan's Spatial Strategy and the vision.

- 3.2 We also support the SA conclusion that option E best achieves the Sustainability Objectives and hence should be the option of focus for the spatial strategy. Stockbridge, as the most sustainable Tier 2 settlement with unique characteristics as set out below, and acute affordability challenges, should be a key focus for growth in order to maintain its critical role and function for the wider rural area of Test Valley which it supports.

Settlement Hierarchy Assessment

- 3.3 Highwood support the reassessment of the settlement hierarchy and agree that Stockbridge should be categorised as the most sustainable settlement in the borough after only Romsey and Andover. However, it is considered that there needs to be refinement to the hierarchy assessment to recognize a number of factors that distinguish Stockbridge from other settlements included in Tier 2.

Sustainability and access to local facilities

- 3.4 Highwood agree with the Assessment at 4.9 of the Settlement Hierarchy Topic paper that confirms Stockbridge has access to all the key facilities and services that the local rural community rely on. However, the assessment, including the detailed assessment at Table 12 of the Hierarchy Assessment, underplays the number and diversity of facilities on offer in Stockbridge. For example, Stockbridge benefits from a secondary school (Test Valley School) but Table 12 suggests no such access. It also fails to recognise any 'other shops' despite Stockbridge benefitting from a range of comparison retailers. Appendix 2 indicates spatially the location of the many services in the village, which also includes a preschool, primary and secondary school, multiple convenience and comparison retailers, restaurants and public houses, as well as services such as doctors' surgery, two churches and community facilities. Furthermore, these facilities are highly focused in the historic village core, making access to the facilities within easy walking distance for all residents.

3.5 For its size and position, Stockbridge clearly has a disproportionate level of facilities and services for its currently modest size which support the wider rural hinterland. The Hierarchy Assessment and Draft plan should properly reflect Stockbridge’s sustainability and place it in a category separate to other smaller settlements.

Accessibility and Public Transport

3.6 Highwood do however disagree with the ‘Medium’ categorisation given to Stockbridge for its access to public transport.

3.7 Firstly, in terms of bus transport, Stockbridge benefits from an exceptional level of service by local busses, particularly given its size. The below table sets out the main regular bus services and demonstrates that they provide a reliable, regular service that can be viably used for residents to access jobs and services in larger nearby settlements, most notably Winchester.

Bus Service	Frequency		
	Mon-Fri	Sat	Sun
Total Per Day:	21 per day ⁹	12	0

3.8 The journey time by bus from Stockbridge to Winchester is between 26 and 38 minutes (depending on service used). This is comparable to the time for services from the outskirts of Andover into Andover center, which take between 21 and 46 minutes. The bus service to Winchester also provides access to tertiary education opportunities at Peter Symonds College and the University of Winchester. Similarly, to drive from Stockbridge to Winchester train station at peak times (8.30am) takes roughly 20 minutes.¹⁰

3.9 Access to Winchester rail station also provides a faster and more regular rail service to other settlements along the south coast and London than its equivalent in Andover. Winchester provides circa three direct trains to London Waterloo an hour throughout the day with more frequent services (circa every 10 minutes) at the morning peak. This includes fast services of an hour to London Waterloo as well as stopping services which serve other key locations like Basingstoke and Woking. Winchester also benefits from a regular Cross Country service providing direct trains to Reading, Birmingham and Manchester. This compares to less frequent services to London Waterloo from Andover which all take over an hour and often include changes at Basingstoke (normally onto trains that left from Winchester). Train services conveniently accessible from Stockbridge are demonstrably better than those from Andover.

⁹ Except on Monday and Tuesday when there are 19 per day. See appendix 3 for full breakdown of bus services.

¹⁰ Google Maps with Live traffic data - <https://tinyurl.com/mpzvuawy> [accessed 01.04.22]

- 3.10 Stockbridge also benefits from its location on the National Cycle network route 246 which provides offroad access to Romsey to the south and Andover to the north within less than an hour's cycle. Winchester is also accessible by bike via quiet country roads in less than an hour.
- 3.11 Firstly, the assessment of Stockbridge as only having medium access to public transport, particularly when compared to the other tier 2 settlements, is considered wrong and does not reflect the regular bus service to nearby settlements and the access this in turn provides to excellent rail services in Winchester and all of the services it offers.
- 3.12 Secondly, the assessment needs to consider the wider accessibility of Stockbridge to surrounding settlements, and particularly Winchester, which shows that, for a rural settlement, it has exceptional accessibility by car and bus.
- 3.13 The growth of the village also provides opportunity to improve the viability of existing services and potential provision of new services and infrastructure which can further enhance the settlements access to facilities and services by sustainable transport modes. This is not recognised in the assessment.

Comparison to other settlements in Tier 2

- 3.14 Stockbridge also demonstrably performs better in terms of the range and access to facilities than any of the other eight Tier 2 settlements. Based on the assessment at Table 12 of the Hierarchy Assessment Stockbridge has access to sixteen facilities, including all key facilities; more than any of the other Tier 2 settlements. This is without taking account of the corrections to the table required as highlighted at paragraph 3.3 above.
- 3.15 Furthermore, as illustrated by figure 3.1 of the Draft Local Plan, the majority of other tier 2 settlements are essentially functionally a part of other large centers. North Baddesley, Vally Park, Chilworth and Nursling & Rownhams are essentially satellites of larger Romsey, Eastleigh/Chandler's Ford and Southampton respectively, whilst Charlton is essentially a suburb of Andover. Stockbridge on the other hand is largely self-sufficient and serves an important service function for its surrounding rural hinterland, as tacitly acknowledged at paragraph 1.3 of the Draft Plan. Therefore, maintaining its viability and sustainability as a service center is particularly critical.
- 3.16 Stockbridge therefore not only has a higher level of service and facility provision than all other Tier 2 settlements, functionally it also differs to the other Tier 2 settlements. This should be clearly reflected in the consideration of the settlement as part of the Settlement Hierarchy assessment and within the emerging Settlement Hierarchy Policy. Furthermore, and most importantly, Stockbridge's unique position compared to all the other Tier 2 settlement should also be explicitly recognised in the spatial strategy for the district when considering locations for development.

Strengthening the Settlement's role and function

- 3.17 As established above and recognised in the Local Plan, Stockbridge has a high number of facilities and excellent public transport provision which is currently disproportionate to its population. Based on the 2021 Stockbridge Parish Profile the population at 2020 was 553 residents. The profile essentially predicts that this population will remain unchanged to 2027. Furthermore, very unusually for the area, it shows an almost halving in parish population to 592 from a high of 1,066 in 1851.¹¹ This compares to growing populations in similarly served market towns such as Bishops Waltham (2,265 pop in 1851 to 6,723 based on 2011 Census) and New Alresford (1,618 pop in 1851 to 5,431 based on 2011 census).
- 3.18 The Parish Profile also indicates an older and aging population, with those over 70 constituting nearly a quarter of the parish population. A higher proportion of residents are also economically inactive than the Borough average. This all paints a picture of a town with an ageing population and little prospect of growth. With house prices rising considerably, as described above, there is little prospect of this trend changing without intervention to allow new inward investment and housing for the next generation to survive.
- 3.19 Paragraph 79 of the NPPF states:
- To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.*
- 3.20 The benefits of allowing sustainable growth of rural settlements is affirmed by a recent report *Sustainable Communities: The Role of Housing in Strengthening the Rural Economy*. Its national findings are reflected in many of the issues facing Stockbridge, namely an aging population and decreasing affordability. The report makes a number of recommendations which are relevant to TVBC and the village of Stockbridge. These include undertaking an assessment of the potential economic benefits for each rural village and its facilities of allowing sustainable growth (recommendation 5.2) and undertaking settlement specific Housing Needs Assessments to understand and plan for specific local needs in the rural area (recommendation 5.3).
- 3.21 Whilst Stockbridge currently does benefit from an impressive number of facilities for its size, without growth, this is not guaranteed into the future. For example, Test Valley secondary school can accommodate 156 admissions per year. However, data obtained from Hampshire County Council (HCC) shows that in recent year, the highest admission was 90 new pupils, less than 60% of capacity, with 2020 seeing only 55 pupils join the school. If admissions are maintained at this low level, as is

¹¹ https://www.visionofbritain.org.uk/unit/10162221/cube/TOT_POP [accessed 08.04.22]

likely given current demographic trends, the cost ineffectiveness of running the school and therefore the long term viability of the school is questionable. The school's catchment covers a large proportion of the rural part of the Borough and any risks to the school's viability are a considerable threat to the many rural communities it serves as well as Stockbridge. Local sustainable growth in Stockbridge would provide a greater pool of students equating to roughly 21 secondary school age students per 100 dwellings.¹²

- 3.22 Similarly, Stockbridge is reliant on a high number of inward visitors and tourists to maintain the viability of its shops and services. This is reflected in the employment figures for Stockbridge (as presented in the 2021 Stockbridge Parish Profile) which shows 22% of jobs are in accommodation & food services and 17.6% are in retail. Given average pay in these sectors tends to be lower many of those employed in these sectors are likely to commute into the village. Jobs in these sectors are also more likely to be seasonal and/or temporary. Without growth there are heightened risks to the long-term viability of these businesses given their reliance on tourists and visitors. Sustainable growth with new, more affordable, homes would provide regular and certain custom from local residents, improving the resilience and sustainability of the local economy. A higher local population would also provide a local and more diverse pool of potential employees as well reducing the reliance on inward commuting. Moreover, growth can provide opportunities for new and improved service provision by providing greater diversity and reliability of potential custom from a local population.
- 3.23 TVBC should recognise the significant risks and challenges to villages, and specifically Stockbridge, from continued constrained growth and stagnation and should adopt a Spatial strategy that addresses these challenges by allocating housing to sustainable rural communities, specifically Stockbridge given its functional importance at the heart of the rural borough.

The Housing Market Areas

- 3.24 We support the re-examination of the Strategic Housing Market Areas (HMAs) and do not have any particular comment on the revised HMA boundary and the allocation of housing therein.
- 3.25 However, it should be remembered that whilst the spatial definition of HMAs is a useful tool, as the SHMA report recognises 'The location of where the one market begins and the other ends is to some degree blurred and, as is the case with any housing market area, the boundaries of which typically overlap.' The SHMA goes onto identify that the A30 area, on which Stockbridge sits, is clearly a transition zone between the north and south HMAs.

¹² Based on *HCC Development Contributions towards Children's Services Facilities* document – table at page 6.

3.26 Stockbridge clearly sits within the transition zone between the HMAs meaning it has an opportunity to serve the housing needs of both areas, whilst also strengthening the role and function of Stockbridge itself. This includes potentially helping to meet some of the unmet needs arising from Southampton and the wider South Hampshire region. The Spatial Strategy for the borough should recognise the unique position Stockbridge within the transitory zone between HMAs which means it is ideally placed to help meet needs in both areas.

Summary

3.27 Overall, we strongly support the suggestion at 3.9 and 3.12 that the spatial strategy will pursue growth within the Borough larger urban and rural community. We contend that Stockbridge should be a critical focus for housing growth in rural communities having a unique set of opportunities and challenges which planning for new homes would unlock and address.

4.0 DEVELOPMENT AT TEST VALLEY SCHOOL

- 4.1 The land at Test Valley school (sites 236 and 237 in the TVBC SHELAA) represent an ideal opportunity to provide sustainable growth in Stockbridge. Development of the site can provide:
- ✓ Delivery of a significant amount of affordable housing likely to be more than triple the affordable housing on offer in the settlement, which will include starter homes for young families to help address the dire need for affordable homes in the area.
 - ✓ Support for local businesses and services from a pool of new local residents providing regular year-round custom, reversing the stagnant population growth in the settlement
 - ✓ Support for local schools from young families moving to the area
 - ✓ Potential to deliver improvements to adjoining school, including new sports pitches to the latest Sports England standards, an athletics track and safer and more convenient school drop off and pick up zone.
 - ✓ Increased investment in community infrastructure arising from likely developer contributions as well as council tax receipts.
 - ✓ High quality design from a local SME that respects the heritage and landscape of the settlement.
- 4.2 The site is also not constrained by any ecological or flood risk constraints, unlike much of the borough and also provides opportunities for significant ecological enhancement. It can also address its own nitrogen load arising from the development (with potential to provide offsetting for other development).
- 4.3 Highwood are a local developer based in Romsey well known for working with and supporting the communities that they operate in. Stockbridge is an ideal location for new development, for the reasons set out above, and development of the site represents a natural extension to Stockbridge that can protect the local environmental and landscape, whilst provided much needed sustainable growth within the community.

5.0 CONCLUSION

- 5.1 Highwood have welcomed the opportunity to participate in the TVBC Draft Local Plan 2040 Regulation 18 (Stage 1) consultation. We support the wider distribution of development away from just Romsey and Andover and in particular strongly support a strategy which seeks to direct growth to the larger sustainable rural settlements and in particular Stockbridge, which also benefits from employment opportunities and good public service provision. We agree with the Sustainability Appraisal which confirms option E 'Supporting the Largest Settlements' best achieves the Sustainability Objectives.
- 5.2 For the seasons set out in section two, the plan should proactively consider how TVBC can help meet the already identified unmet need in the South Hampshire region and in Southampton. There is no evidence to date that proactive engagement to help meet unmet need has occurred. Planning strategically across boundaries to meet housing need is clearly advocated in the NPPF and failure to do so risks undermining the soundness of the plan.
- 5.3 The plan also needs to recognise the affordability crisis in the rural area of the borough, and particularly in Stockbridge which reinforces the need to consider a higher housing number and a spatial strategy approach which provides for growth in rural settlements.
- 5.4 We also have shown that Stockbridge in particular has a number of opportunities and threats which sustainable housing growth will help unlock and overcome. Stockbridge is demonstrably unique in the Borough due to its central location, the critical function it plays in serving the rural hinterland of the bough and the challenges it faces as a result of an ageing population and house prices that mean a home in Stockbridge is unattainable for the vast majority of people. The settlement hierarchy and spatial strategy in the plan should explicitly recognise Stockbridge's unique position compared to the other Tier 2 settlements and allocate housing to the settlement to provide for its sustainable growth.
- 5.5 The SHELAA shows that sites 236 and 237 at Test Valley school are appropriate to accommodate growth sustainable at Stockbridge, not being constrained by any overriding issues. Highwood would welcome opportunities to discuss the opportunities available from the site with TVBC and the local community.

APPENDIX 1 - PLAN OF SERVICES AND FACILITIES IN STOCKBRIDGE

APPENDIX 2 - BUSES FROM STOCKBRIDGE

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
287 (Test Valley School)	Test Valley School - Salisbury	15.40 1 Daily	-	-
	Salisbury – Test Valley School	08.30 1 Daily	-	-
7 (Town Hall, High Street, West-Bound)	Winchester - Salisbury	09.40 1 Daily	-	-
7 (St Peters Church, High Street, East-Bound)	Salisbury - Winchester	15.13 1 Daily	-	-
15 (St Peters Church, High Street, East-Bound)	Stockbridge - Andover	09.00 12.00 2 Daily	09.50 12.50 15.50 3 Daily	-
15 (Town Hall, High Street, West-Bound)	Andover – Stockbridge	11.53 1 Daily	09.43 12.43 15.43 3 Daily	-
16 (Town Hall, High Street, West-Bound)	Winchester - Houghton	08.35 10.55 12.58 3 Daily	09.25 12.55 15.55 3 Daily	-
16 (St Peters Church, East-Bound)	Houghton - Winchester	09.00 11.00 13.20 3 Daily	09.55 13.20 16.20 3 Daily	-
54 (Town Hall, West-Bound)	Romsey – Wherwell	13.00 1 Daily: Tues, Wed, Fri	-	-
54 (St Peters Church, East Bound)	Wherwell – Romsey	09.30 1 Daily: Tues, Wed, Fri	-	-
68 (Town Hall, West-Bound)	Winchester - Salisbury	14.05 17.07 2 Daily	-	-
68 (St Peters Church, East Bound)	Britford – Winchester	08.22 08.32 10.52 3 Daily	-	-
853 (St Peters Church, East Bound)	Andover – Peter Symonds	09.18 1 Daily	-	-

Total Per Day:		21 per day*	12	0
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*Except on Monday and Tuesday when there are 19 per day as the #54 does not run those days.

Andover Train Station (From Andover)

- From Picket Piece (Fluens Yard, buses 13/13a) – upto 46 minutes.
- From Picket Twenty (Mercury Drive, bus P20) – upto 35 minutes.
- From Enham Alamein (The Green, buses 1/7/C3/C8) – upto 45 minutes.
- From East Anton (Pasture Walk, bus 6) – upto 33 minutes

Winchester Train Station (From Stockbridge)

- From St Peter's Church, Stockbridge (Buses 7, 16, 68) – Between 26 - 38 minutes