

Notice of Meeting

Council

A meeting of the Test Valley Borough Council will be held on

Date: Wednesday 2 September 2020

Time: 5.30 pm

Venue: Being held virtually by Microsoft Teams. The public can listen to a live stream here:

<http://www.audiominutes.com/p/player/player.html?userid=tvbc>

when your attendance is required to consider the business set out in the agenda.



Head of Legal and Democratic Services

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PUBLIC PARTICIPATION SCHEME

If members of the public wish to address the meeting they should notify the Legal and Democratic Service at the Council's Beech Hurst office by noon on the working day before the meeting.

Council

Wednesday 2 September 2020

AGENDA

**The order of these items may change as a result of members
of the public wishing to speak**

- 1 Prayers**
- 2 Apologies**
- 3 Public Participation**
- 4 Declarations of Interest**
- 5 To approve the minutes of the meetings of Council
held on 10 June 2020 and 5 August 2020**
- 6 Mayor's Announcements**
- 7 Outcomes of the Romsey Citizens' Assembly 4 - 83**

To consider the recommendations of the Romsey Citizens'
Assembly.
- 8 South of Romsey Town Centre Masterplan 84 - 339**

To approve the South of Romsey Town Centre
Masterplan.
- 9 Annual Report from OSCOM Chairman 340 - 343**

The Overview and Scrutiny Chairman will present the
OSCOM Annual report.
- 10 Questions under Rule 11.1**
- 11 Questions under Rule 11.2**

- | | | |
|-----------|---|------------------|
| 12 | <u>Notice of Motion - Rule 12</u> | 344 |
| | To consider a Motion proposed by Councillor Bundy, and seconded by Councillor A Dowden. | |
| 13 | <u>To receive and adopt Committee reports</u> | 345 - 441 |
| | To receive and, where necessary, adopt reports of Committees. | |
| 14 | <u>Exclusion of the public</u> | 442 |
| | The following report and supporting annex relating to Item 13.2.2.2 are confidential. | |
| 15 | <u>Estates Property Matters</u> | 443 - 451 |
| | The report and supporting annex relate to Item 13.2.2.2 of the agenda. | |

ITEM 7 Outcomes of the Romsey Citizens' Assembly

Report of the Deputy Leader & Planning and Romsey Future Portfolio Holder

Recommended:

- 1. That the Council endorses the recommendations of the Romsey Citizens' Assembly, and that they are used to help shape the South of Town Centre Masterplan, the next Local Plan and the forthcoming refresh of the Romsey Future Vision document.**

- 2. That the Council places on record it's thanks to the residents of Romsey who took part in the Citizens' Assembly and to the volunteer witnesses who gave evidence as part of the process.**

SUMMARY

- The report summarises the outcomes resulting from the council's participation in the Innovation in Democracy programme. It seeks an endorsement of the recommendations made by the Romsey Citizens' Assembly which can then be used to help shape the south of town centre Masterplan, the next local plan and the refresh of the Romsey Future Vision document.

1 Introduction

- 1.1 Since 2011 the council has undertaken a cross-party programme of work transforming the way it operates to be more place-based in its focus. Evidence-based decision making sits at the core of the council's operating model and underpinning this has been active and genuine community participation.

- 1.2 In 2019 the council was selected by government as one of only three areas in the country to take part in the Innovation in Democracy programme and help pioneer new approaches to citizen engagement. In Test Valley this culminated in the holding of a Citizens' Assembly in Romsey which focused on addressing the question of how the South of Romsey Town could be improved, aligned to the work being undertaken by the council and Romsey Future partnership.

- 1.3 This report sets out the outcomes from the Romsey Citizens' Assembly and also reflects on the learning drawn from the council's engagement in this high profile national programme.

2 Background

- 2.1 Test Valley Borough Council was selected by government, as one of only three areas in England, to take part in the Innovation in Democracy Programme (liDP). The programme was co-sponsored by the Department for Culture, Media and Sport and the Ministry of Housing, Communities and Local Government. It involved piloting innovative approaches to citizen engagement through participatory and deliberative techniques through a Citizens' Assembly.
- 2.2 With the council's long-standing commitment to empowering communities which has resulted in the development of innovations such as the community councillor model and supporting more inclusive community-led planning; the liDP provided an opportunity for the council to explore how this could be further strengthened. In addition the council also wanted to explore how deliberative techniques such as Citizens' Assemblies could complement and add value to the work of councillors as part of the decision making process.
- 2.3 In 2018 the Romsey Future Partnership with the support of the council commenced work on developing a masterplan for the area south of Romsey town centre. The project has proactively engaged residents and stakeholders throughout to ensure it is an inclusive process. Romsey Future wanted to build upon this and further explore how to engage with the wider community rather than just those who would usually engage through traditional consultation methods. This aligned with the opportunity to pilot a citizens' assembly in Test Valley as part of the Innovation in Democracy programme.
- 2.4 In consultation with councillors and the Romsey Future partnership, it was agreed that the liDP citizens' assembly pilot would focus on Romsey and the opportunities to enhance the area south of Romsey town centre. A specific question for the assembly was set - ***'how do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?'*** This question was chosen to align with the strategic vision of the Romsey Future partnership and to compliment the development of the South of Romsey Town Centre Masterplan.

3 Romsey Citizens' Assembly

- 3.1 The Romsey Citizens' Assembly took place over two weekends in November 2019.
- 3.2 The assembly consisted of 42 residents from Romsey and the surrounding area. They were selected using a sortition process to ensure the assembly was representative of the area. This involved sending an invite to 10,000 homes in Romsey and the surrounding area and then, from those who registered their interest, a random-stratified sample was built to match the pre-determined demographic criteria, for example age, occupation and how often they visited Romsey town centre.

- 3.3 Supported by the liDP delivery partners (The Democratic Society, Involve and the RSA) members of the assembly were taken through a process of learning, deliberation and decision-making over the course of the two weekends. This enabled members of the assembly to establish consensus and develop recommendations in response to the question they had been asked to consider by the council and Romsey Future.
- 3.4 A key aspect of the citizen assembly process is the breadth and depth of evidence that assembly members were able to draw upon when considering the question. A combination of national and local expert witnesses gave evidence to the assembly on a range of subject matters from master planning, environmental matters, the future of town centres, wellbeing and health alongside residents' lived experience stories on issues such as disability, young people and community life. This approach enabled the assembly members to make informed decisions to shape their final recommendations. Participants reflected through the subsequent evaluations on how this evidence-led approach had enabled them to take a more informed view, which in some cases had changed over the course of the assembly, as opposed to more standard consultations which are often responses based on an individual's own perceptions.
- 3.5 As part of the final weekend the assembly brought together its learning in order to produce a final set of recommendations. To do this, assembly members voted as to how much they opposed or supported each of their proposals. Those receiving more than 50% 'strongly support' formed the recommendations that were then presented in summary to the council as part of the final session of the assembly. The recommendations also formed the basis of the Romsey Citizens' Assembly report that was published by the Democratic Society in December 2019 (Annex 1 to the report).

4 Recommendations from the Citizens' Assembly

- 4.1 There were seven substantive recommendations that received over 50% 'strongly support' votes at the end of weekend two:
- Make Romsey an attractive, vibrant town, a centre of excellence, including green spaces and wildlife corridors.
 - Improved transport infrastructure to encourage a sense of community - with viable options for moving around.
 - Lots of things to attract people into the town centre that are affordable and accessible for all which everyone living in Romsey knows about and can take part in.
 - In Romsey there will be greener spaces in the town area that will protect enhance and increase our natural environment, which includes the wild animals and plants.
 - Community hub and green spaces that bring people together (across generations).

- Design the transport and parking with an integrated plan that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (parking, accessible, but still encourage bus use, especially by younger people).
 - Well planned, connected accessible infrastructure (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists.
- 4.2 Following the final weekend of the Citizen's Assembly, Officers met with assembly members to explore how they would like to present their recommendations formally to the council. Assembly members highlighted significant cross over in some of their recommendations so as a result they have been grouped together around five key themes to support wider communication. The themes include:
- Movement- including improved signage and road layout, enhanced pedestrian pathways and flexible transport options.
 - Vibrant Town- including incentives to draw people into the town, flexible business spaces and improving the night time economy.
 - Green Space and Wildlife Corridors- including creating more green spaces and enhancing the existing waterways.
 - Community Hub- including feasibility of moving Crosfield Hall and ensuring a community hub is intergenerational and multipurpose.
 - Process-embedding research, impact assessments and surveys as part of an evidence-led approach.
- 4.3 In January 2020, assembly members met informally with cabinet to present their recommendations aligned to the themes as described above. This provided an opportunity for assembly members to discuss their recommendations with cabinet in greater detail, ask questions and explore how the recommendations could be considered as part of the development of the masterplan for the South of Romsey Town Centre, the next review of the Local Plan and the forthcoming refresh of the Romsey Future strategy.
- 4.4 Following the publication of the Citizens' Assembly report in December 2019, the master planners (Nexus and Perkins and Wills) have considered the ideas and themes highlighted by the citizens' assembly as part of the evidence-base to develop the draft Masterplan proposals. The South of Romsey Town Centre Masterplan is to be considered by Council at its meeting in September 2020.

5 Learning from the Innovation in Democracy Programme

- 5.1 The Innovation in Democracy programme provided the council with an opportunity to build upon its strong track record of empowering communities. In particular the programme has enabled the council to explore how emerging deliberative and participatory democracy techniques such as citizens' assemblies can play an effective part in the decision making process.
- 5.2 The following key learning points have been highlighted as part of the national case study that has been produced following the conclusion of the programme:
- Embedding lived experience evidence into future engagement techniques so that people can hear the views from across all parts of their community, enables a broader understanding of the issues and creates a more inclusive process.
 - Providing access to subject matter experts so that residents can gain an insight and understanding of the key issues when being asked to give their views adds value and enables a more informed response.
 - A Citizens' Assembly is a valuable way in which to gain a clear insight and consensus on key issues. It is one of a number of models in which deliberative techniques can be applied, so it is important to be clear on the purpose and nature of engagement before deciding on whether a Citizens' Assembly is the most appropriate model.
- 5.3 In January 2020 council officers were invited to present the Test Valley case study on the Romsey Citizens' Assembly at the national Innovation in Democracy Conference held in Manchester. This event was attended by a wide range of councils and voluntary and community sector organisations from across the United Kingdom.
- 5.4 Following the conclusion of the Innovation in Democracy programme, the government has published a suite of best practice resources which includes case studies from the three participating authorities and an evaluation of the programme overall. The resources can be accessed via the following link.
<https://www.gov.uk/government/publications/innovation-in-democracy-programme-launch>

6 Corporate Objectives and Priorities

- 6.1 The Council's Corporate Plan 2019-23 'Growing our Potential' highlights the commitment to bring local communities together alongside councillors and partners to plan for their future needs. In addition it also highlights the importance of working through our place partnerships such as Romsey Future to help deliver on the shared ambitions of local communities.

6.2 The council's participation in the Innovation in Democracy programme has enabled the onward development and piloting of new engagement techniques which will strengthen the councils approach to empowering local communities.

6.3 The Council's Corporate Plan also highlights the once in a generation opportunity to respond to the changing face of the High street, future proofing our town centres to be accessible places where people live, shop, work and spend their leisure time. The Romsey Citizens' Assembly has provided further detail and insight on what local people would like to see achieved in and around the South of Romsey Town Centre which provides a robust evidence base for the council to use as it progresses this project in conjunction with Romsey Future.

7 Consultations / Communications

7.1 The council has proactively communicated throughout its involvement in the Innovation in Democracy programme and a dedicated webpage on the citizens' assembly was produced as part of the Romsey Future website. On these pages can be found information on how the assembly was recruited, videos of the expert witnesses who gave evidence and a copy of the report published by the Democratic Society.

7.2 The nature of the Citizens' assembly process has enabled the council to demonstrate its ongoing commitment to innovate and strengthen the involvement of citizens in shaping their communities. The work of the citizens' assembly has provided significant insight and evidence for the council and its partners to use as work is taken forward through Romsey Future.

8 Options

8.1 The Council has the option to endorse or not endorse the recommendations of the Citizens' Assembly.

9 Risk Management

9.1 An evaluation of the risks indicate that the existing controls in place mean that no significant risks have been identified at this time.

10 Legal Implications

10.1 There are no direct legal implications arising from this report.

11 Equality Issues

11.1 An EQIA has been undertaken in line with council policy. The EQIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken.

11.2 The consultation methodology on which the Citizens' Assembly was recruited ensured that it reflected a representative sample of the people that live in the area. In addition, by engaging harder to reach groups such as those with disabilities, older people and younger people ahead of the assembly meant that their "lived experience" was fed in as part of the evidence that the assembly considered throughout its deliberations.

12 Issues - Wards/Communities Affected

12.1 The focus and resulting outcomes of the Citizens' Assembly relates primarily to the wards of Romsey and the surrounding area. As a result this work has been aligned with and integrated into the work of Romsey Future.

13 Conclusion and reasons for recommendation

13.1 The Council's participation in the Innovation in Democracy Programme has created the opportunities to further strengthen the ways in which local people can play an active part in shaping their communities within Test Valley.

13.2 The nature of a Citizens' Assembly in particular has shown that for complex issues such as the future of town centres, more deliberative and in-depth processes such as a citizens' assembly enables local people to develop an informed and holistic view of the issues when developing proposals which in turn supports councillors in their decision making.

13.3 The outcomes of the Romsey Citizens' Assembly provide a clear and well developed set of recommendations which the council can use as part of its wider considerations with Romsey Future partners in progressing the strategic ambitions aligned to supporting the future of the town.

<u>Background Papers (Local Government Act 1972 Section 100D)</u>			
None			
<u>Confidentiality</u>			
It is considered that this report does not contain exempt information within the meaning of Schedule 12A of the Local Government Act 1972, as amended, and can be made public.			
No of Annexes:	1	File Ref:	N/A
(Portfolio: Planning & Romsey Future) Councillor N Adams-King			
Officer:	James Moody / Sabrina Mortimer	Ext:	8130
Report to:	Council	Date:	9 September 2020



The Democratic Society

Better democracy, everywhere

Building a vision for Romsey:

How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?

Romsey Citizens' Assembly

December 2019

Detailed recommendations report of the Romsey Citizens' Assembly which took place in November 2019

Romsey
Future 

Test Valley 
Borough Council

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hello@demsoc.org. @demsoc

The Democratic Society (Demsoc) works for more and better democracy, where people and institutions have the desire, opportunity and confidence to participate together. We work to create opportunities for people to become involved in the decisions that affect their lives and for them to have the skills to do this effectively. We support governments, parliaments and any organisation that wants to involve citizens in decision making to be transparent, open and welcoming of participation. We actively support spaces, places and processes to make this happen.



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WELCOME!

The Romsey Citizens' Assembly was formed to discuss the future of Romsey Town Centre. Forty-two¹ citizens broadly reflecting the population of Romsey and the surrounding Parishes met over two weekends in November to discuss the issues and question experts before coming up with detailed recommendations to present to councillors. They were:



- | | | |
|------------------------|---------------------------|-------------------------|
| Trevor, Romsey | Lily, Romsey | Julie, Romsey |
| Sharon, Romsey Extra | Viveca, Romsey Extra | Chris, Romsey Extra |
| Stuart, Romsey | Lara, Romsey | Cristeena, Romsey Extra |
| Karena, Romsey Extra | Rory, Romsey | Rhiannon, Romsey Extra |
| Kathryn, Ampfield | Jean, Wellow | David, Romsey Extra |
| Rob, Romsey | Sarah, Romsey | Steve, Romsey Extra |
| Susan, Romsey | Gemma, Romsey | Nick, Romsey |
| Rosie, Romsey | Catherine, Romsey | Doreen, Romsey |
| Sally, Romsey | Douglas, Romsey Extra | Sarah, Romsey |
| Susan, Romsey | Paul, Nursling & Rownhams | Melissa Jane, Romsey |
| George, Romsey Extra | Andrew, Romsey | Colin, Romsey |
| Kimberley, Romsey | Michael, Romsey | Kirstie, Romsey |
| Tim, Romsey | Linda, Romsey | Chris, Romsey Extra |
| Samantha, Romsey Extra | Jim, Romsey | |
| Luke, Romsey | Aleksandra, Romsey | |

This report sets out what the Citizens' Assembly did and what proposals they put to the council. We have sought to represent what people said and concluded as faithfully as possible without adding our own analysis or interpretation.

¹ 42 citizens completed the full Citizens' Assembly from the original selected 50 individuals

WHO WAS INVOLVED?

Test Valley Borough Council

Test Valley Borough Council² commissioned the Citizens' Assembly for Romsey having been selected to participate in the Innovation in Democracy Programme. The Council has worked over a number of years to embed a culture of, and commitment to, place-based working that is at the heart of making well-informed decisions which reflect the needs of all communities in order to ensure not just those who shout the loudest are heard. This work forms one of the council's key strategic priorities and has led to the emergence of new partnerships forming at a community-based level such as Romsey Future. The council's most senior politicians and officers have supported the development of the citizens assembly and as a result, has invested significant resource from across the organisation to work with the Democratic Society and partners in co-designing the assembly.

Romsey Future

Romsey Future³ sets out a long-term vision for Romsey. It is an active partnership of many groups and organisations working together to build consensus and deliver on shared ambitions. Through Romsey Future, partners are able to deliver projects, to attract funding, and to guide future policies and strategies. The strategic ambitions for the south of town centre in Romsey were first identified through Romsey Future resulting from consultation and engagement with thousands of residents.

The Democratic Society

The Democratic Society⁴ (Demsoc) works for more and better democracy, where people and institutions have the desire, opportunity and confidence to participate together. They work to create opportunities for people to become involved in the decisions that affect their lives and for them to have the skills to do this effectively. Supporting governments, parliaments and any organisation that wants to involve citizens in decision making to be transparent, open and welcoming of participation. The Democratic Society ran the Citizens' Assembly - facilitating and designing the process by which the assembly members learned, considered and came to recommendations for the area around the Crosfield Hall and the Bus Station which delivers maximum benefit to Romsey. They also wrote this report.

Sortition Foundation

The Sortition Foundation⁵ promotes the use of sortition (random selection) in decision-making. They were responsible for recruiting people to take part in the Citizens' Assembly and introducing them to the process making sure they were comfortable to

² www.testvalley.gov.uk

³ www.romseyfuture.org.uk

⁴ www.demsoc.org

⁵ www.sortitionfoundation.org.uk

participate ahead of the first weekend. Their aim was to ensure the citizens' assembly was broadly representative of the local population.

The Innovation Democracy Programme Support Contractors

The Romsey Citizens' Assembly was supported by a range of organisations as part of the Innovation in Democracy Programme⁶ (see below). This included Close-Up Research & Film⁷, Involve⁸, mySociety⁹, The RSA¹⁰ and Renaisi¹¹. Close-Up Research & Film have documented the process of the Romsey Citizens' Assembly through image and film, with a film about the programme being released shortly. Involve provided design and facilitation support and guidance throughout the process. mySociety have worked behind the scenes supporting the work of the panel using digital tools, as well as digitising this report in various formats. The RSA have supported the communications about the Romsey Citizens' Assembly and hosted peer learning events for the full cohort of programme councils. Finally, Renaisi have worked with the UK Government to evaluate the programme and its effectiveness in innovating local democracy.

The Innovation in Democracy Programme

Test Valley Borough Council was awarded funding and support from the UK Government's Innovation in Democracy Programme to hold this citizens' assembly. The Innovation in Democracy Programme (liDP) is trialling innovative models of deliberative democracy to involve residents in local government decision-making. It is supporting three local authorities to open up a key policy decision to citizen deliberation, complemented by online engagement. liDP is jointly delivered by the Department for Digital, Culture, Media and Sport and the Ministry of Housing, Communities, and Local Government. For more information on the support provided, please see Annex 1.

ACKNOWLEDGEMENTS

Thank you to everyone who was involved in making the Romsey Citizens' Assembly on the future of Romsey Town Centre happen, including assembly members, expert leads and contributors, facilitators, the support team, funders, advisory group members and contributors to evidence gathered ahead of the panel convening. Thank you also to the staff at the Royal British Legion, Romsey, for the warm smiles and great food.

⁶ <https://www.gov.uk/government/publications/innovation-in-democracy-programme-launch>

⁷ <http://closeupresearchandfilm.org/>

⁸ www.involve.org.uk

⁹ www.mysociety.org

¹⁰ www.thersa.org

¹¹ www.renaisi.com

EXECUTIVE SUMMARY

The Romsey Citizens' Assembly brought together 42 randomly selected residents from Romsey and the surrounding Parishes during November to develop a set of recommendations for developing the area around the Crosfield Hall and the Bus Station in the South of the Town Centre to deliver maximum benefit to Romsey.

The work of the Citizens' Assembly, and the recommendations within this report, will be presented informally to Test Valley Borough Council's Cabinet and the Romsey Future Partnership in January 2020 followed by a formal report to Cabinet in Spring 2020. Councillors will then use these recommendations to help them decide what to do in the short, medium and long-term to improve the south of the Town Centre area based on what the Citizens' Assembly has recommended.

The Romsey Citizens' Assembly was asked to address a key question:

How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?

In addressing the question, the Citizens' Assembly may also wish to consider the impact on:

- Accessibility to the town centre
- The appearance of the town centre
- How the area is used as a place to live, work and enjoy.

Meeting over two weekends, the Citizens' Assembly heard evidence, deliberated and made a set of proposals and recommendations to the council for achieving their vision for the South of the Town Centre.

Assembly members voted on their key priority statements (proposals), using a ballot process. The ballot paper question was, **'To what extent do you support or oppose the following proposals for improving the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?'**

The results showed that all 12 proposals were well supported by Citizens' Assembly members, with 7 out of the 12 proposals receiving over 50% 'strongly support' votes. Some proposals received opposition with 'Green Town status by 2025' and 'reduce the number of vehicles by half by 2025' receiving the most opposition altogether.

These are shown in full below.

12 priority statement proposals ranked in order of total support (support and strongly support votes combined). Those highlighted received over 50% 'strongly support' and were further developed into recommendations for presentation to the council:

- **Make Romsey an attractive, vibrant town, a centre of excellence, including green spaces and wildlife corridors**

- In Romsey there will be more green spaces in the town area that will enhance, protect and increase our natural environment, which includes the wild animals and plants
- Well-planned, connected accessible infrastructure (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists
- Make healthier living easier - design in more opportunities for healthy activities
- Improved transport infrastructure to encourage a sense of community - with viable options for moving around
- Community hub and green spaces that bring people together (across generations)
- Design the transport and parking with an integrated plan that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (parking, accessible, but still encourage bus use, especially by younger people)
- Attractive and diverse businesses and shops in flexible units with space for start-ups and local businesses to bring greater variety and more jobs
- Lots of things to attract people into the town centre that affordable and accessible for all which everyone living in Romsey knows about and can take part in
- Make Romsey the first truly green historic market town
- In Romsey we will reduce the number of vehicles in the town centre by half by 2025
- In Romsey we achieve 'Green Town' status by 2025.



Chart 1: Results of Day 4 ballot vote, shown in percentage %

	Strongly Oppose	Oppose	Neither support nor oppose	Support	Strongly Support	Strength of total support %
Well planned, connected accessible infrastructure	2.4	0.0	2.4	31.0	64.3	95.2
Attractive & diverse businesses and shops	0.0	2.4	11.9	38.1	47.6	85.7
First truly green historic market town	0.0	4.8	28.6	40.5	26.2	66.7
Make healthier living easier	0.0	0.0	11.9	47.6	40.5	88.1
Attractive, vibrant town - centre of excellence	0.0	0.0	0.0	35.7	64.3	100.0
Design the transport & parking with an integrated plan	2.4	2.4	9.5	21.4	64.3	85.7
More green spaces	0.0	0.0	2.4	35.7	61.9	97.6
Reduce the number of vehicles by half by 2025	4.8	2.4	31.0	23.8	38.1	61.9
Green Town' status by 2025	0.0	7.1	42.9	31.0	19.0	50.0
Community hub and green spaces	0.0	2.4	11.9	28.6	57.1	85.7
Improved transport infrastructure for a sense of community - viable options	0.0	2.4	11.9	31.0	54.8	85.7
Lots of things in town centre - affordable and accessible	0.0	0.0	16.7	21.4	61.9	83.3

On-going engagement

Members of the Romsey Citizens' Assembly have been invited to stay engaged with the council to support the implementation of their proposals going forwards. The council offered to convene assembly members before Christmas for a celebration event to discuss the next steps. The council have already invited assembly members to present their report to Councillors in January 2020 at a meeting with Cabinet members. Formal consideration of the recommendations will be considered in Spring 2020 alongside the proposed masterplan for the South of the Town Centre.

Members of the Citizens' Assembly will also be invited and encouraged to stay involved and play an active role in the wider Romsey Future network.

01. HOW THE CITIZENS ASSEMBLY WAS CREATED

In September, letters were sent to 10,000 randomly selected households, inviting people aged 16 and over, to register their interest in becoming a Citizens' Assembly member.

The members of the Citizens' Assembly were recruited by The Sortition Foundation on behalf of The Democratic Society through a civic lottery sent to 10,000 postal points in Romsey and the surrounding Parishes. Households which received the invitation were able to register their interest in participating. The Sortition Foundation then randomly selected 50 individuals from the pool of responses who broadly represented a cross-section of Romsey's demographic profile in terms of age, gender, geography, occupation, travel frequency and ethnicity.



Figure 1: Invite package sent to 10,000 households

A final total of 42 assembly members completed the two weekends.

Assembly members were given £150 at the end of each weekend (£300 in total), to incentivise, retain and recognise their commitment and thank them for their involvement. We also covered the cost of childcare, care for those who had caregiving needs and all travel expenses.

A full on-boarding and induction process was carried out by The Sortition Foundation on behalf of The Democratic Society to ensure that assembly members experienced a safe, supportive and caring environment. The Democratic Society takes safeguarding, support

and care responsibilities seriously and provided extra support to young people under the age of 18 and vulnerable adults to make sure individuals could participate equitably.

Most communication was carried out with assembly members by email and phone. However, for those without email, contact was made via post.

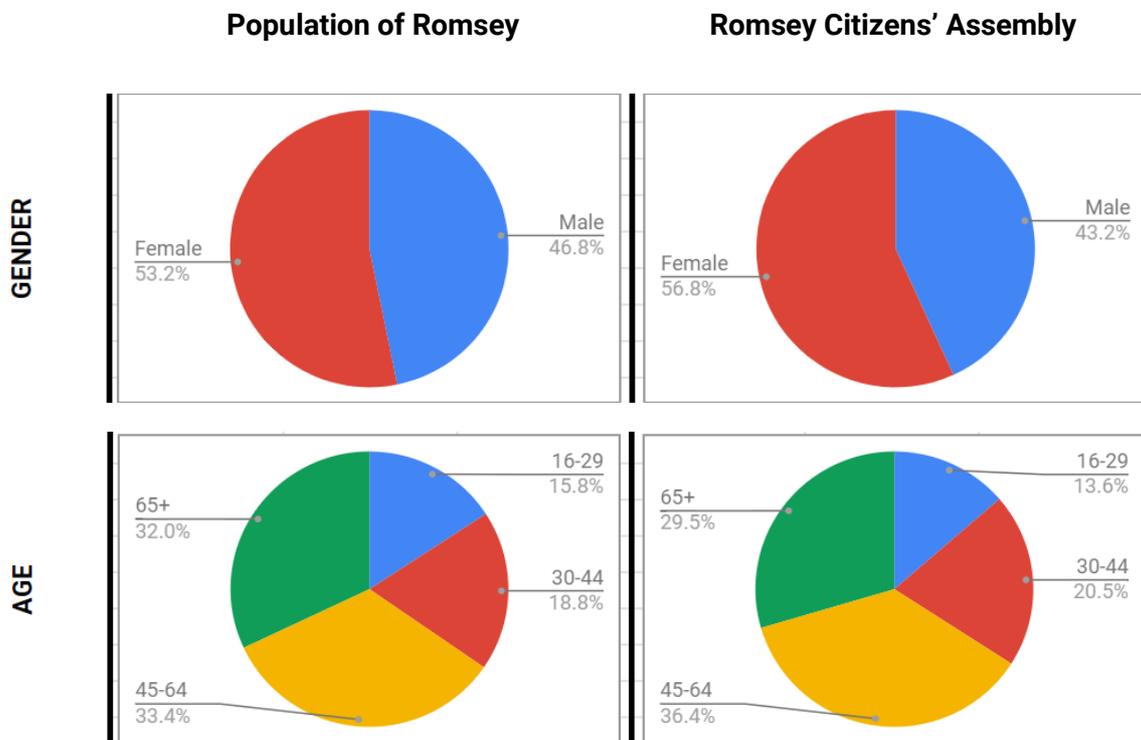
Test Valley Borough Council worked with officers from The Sortition Foundation and The Democratic Society to create and issue every panel member with an information handbook - which gave full information about the process including frequently asked questions.

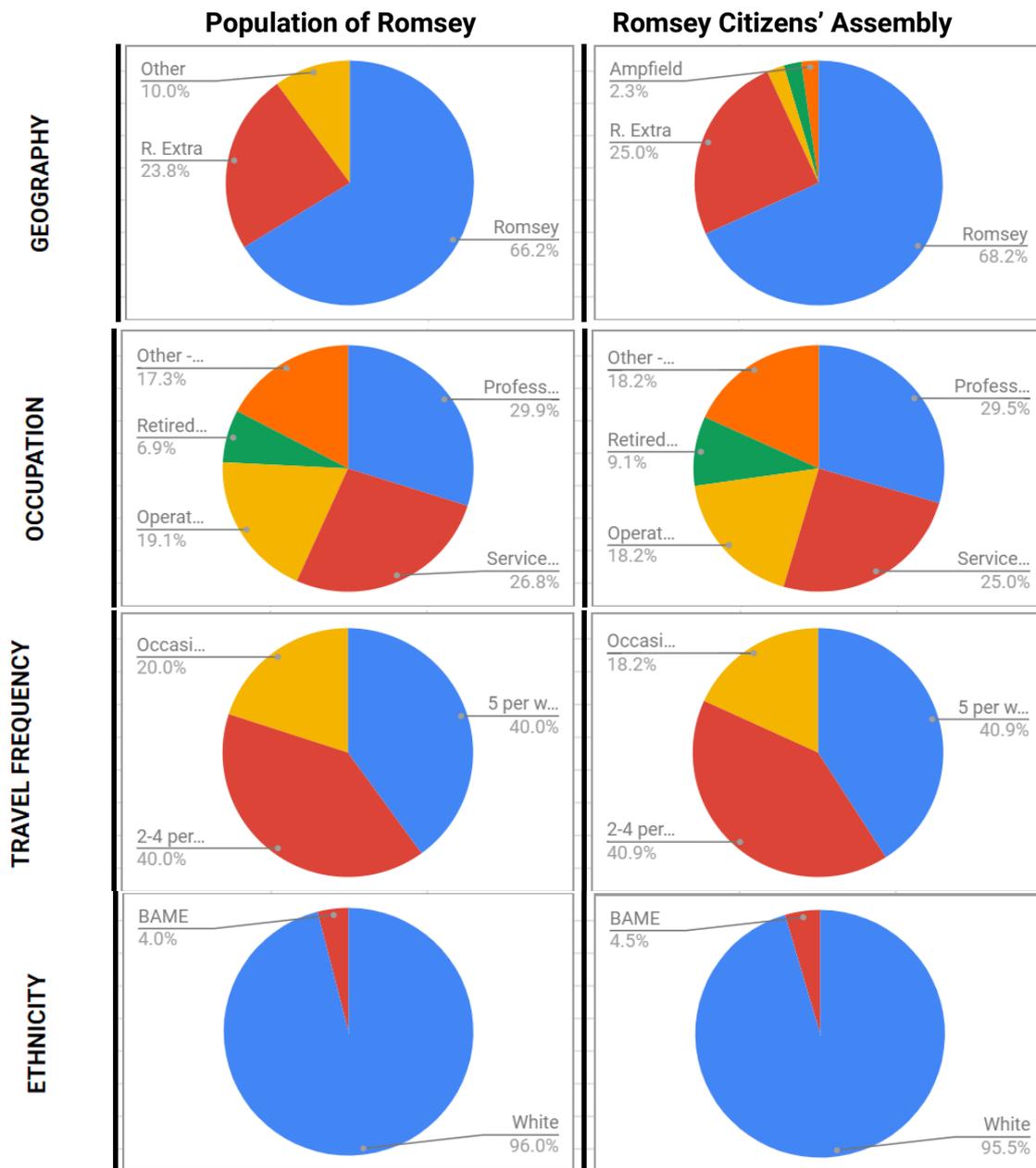
1.1 The demographic profile of the Citizens' Assembly

The Citizens' Assembly was recruited to form a 'mini-public' version of the demographics of Romsey and the surrounding Parishes. The assembly members were selected against 7 categories; gender, age, geography, occupation, travel frequency and ethnicity.

The pie charts below display the demographic profiles of the people Test Valley Borough Council serves using the latest available Census data. The Sortition Foundation were able to recruit assembly members to be broadly representative of the community by matching them to the demographics of the area.

Chart 2: Comparison of the demographic profile of the Citizens' Assembly and Romsey





1.2 The role of the Citizens' Assembly Advisory Group

An independent advisory group was formed to work with Test Valley Borough Council and The Democratic Society in agreeing the overall shape of the evidence and appropriate content. Their specific tasks were:

- Advising on evidence for Romsey's Citizens' Assembly – speakers and where necessary materials – in terms of suggested contacts but also ensuring the evidence is fair and balanced.
- Acting as a sounding board for potential activities or decisions about the process or content.
- An informal ambassador and promotional role for the Citizens' Assembly both within and outside the borough of Test Valley.

The members of the Advisory Group were:

- Simon Eden - Southern Policy Centre
- Jacqui Evans - Head of Community Development, East Hants District Council
- Inge Aben - University of Winchester
- Marcin Gerwin - International expert in deliberative democracy
- Rachel Barker - EM3 Local Enterprise Partnership

1.3 How other residents contributed

Prior to the Citizens’ Assembly, residents were invited to share their views about what they like and what they think could be improved in Romsey by completing an online survey or attending one of the lived experience workshops. The purpose of which was to enable the assembly to hear a range of views from across the town.

Four lived experience workshops were held with; young people, older people, disabled people and low-income groups. mySociety attended these workshops and collated the resident’s comments to create discussion maps using a mind map software called Coggle¹².

Representatives from the workshops also had the opportunity to present their views to the assembly members on day one. In addition, a survey was completed with 19 Bus Station users and the themes of their responses can be found in the discussion map in Annex 1.

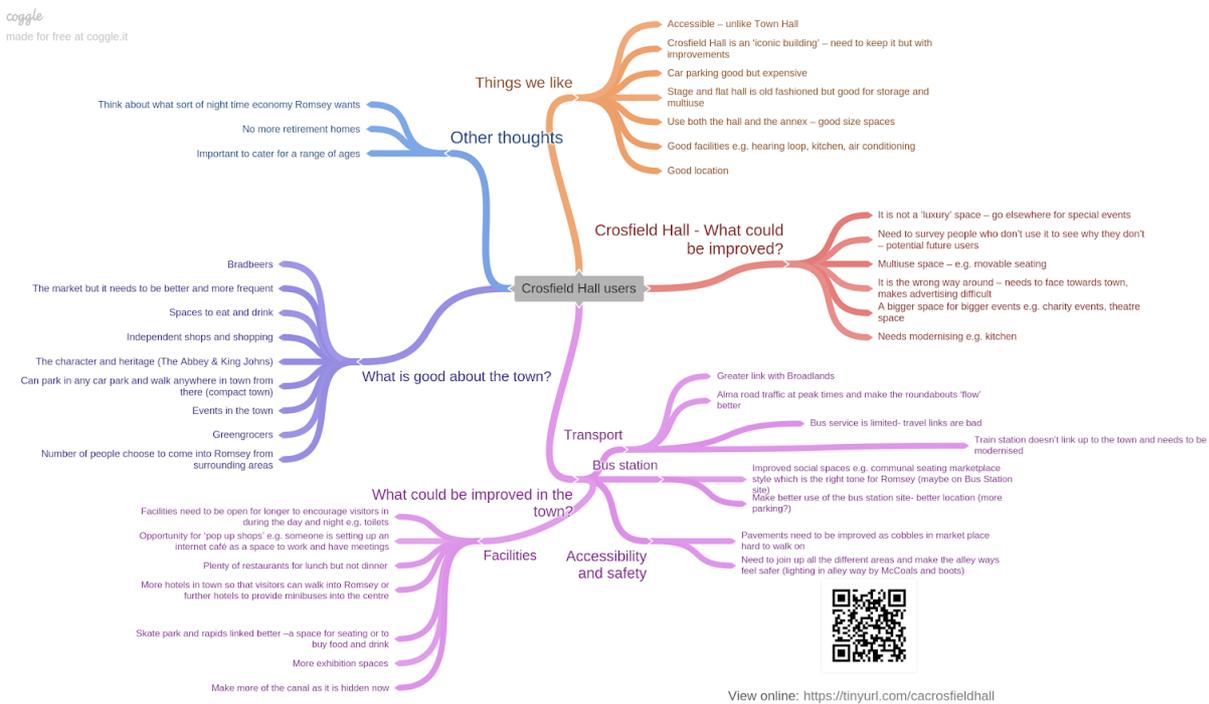


Figure 1: Discussion map of Crossfield Hall users

¹² www.coggle.it

The discussion maps from all the workshops and bus the survey can be found in Annex 1.

1.4 Sharing evidence

Evidence was presented by a range of experts during each of the four days, alongside conversations with a number of local representatives from community groups, service providers and organisations sharing their experiences.

Evidence from expert presenters was recorded by Test Valley Borough Council's communications team and will be available online for viewing on the Romsey Future website: <https://www.romseyfuture.org.uk/citizens-assembly>

1.5 Sharing process; observers

Observers were present throughout both weekends and were able to hear the evidence giving and observe the process in action. They were not allowed to listen in to table discussions or approach members of the Citizens' Assembly in order to prevent interruption or undue influence. Observers were both individuals and organisations with an interest in the assembly question and/or process of running a citizens' assembly. There was a range of observers, who came from the local area and from national organisations.



02. HOW THE CITIZENS' ASSEMBLY WORKED

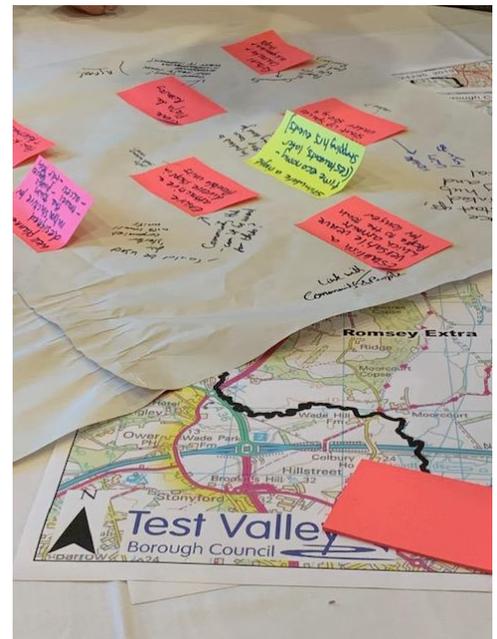
The Romsey Citizens' Assembly met over two weekends (9th & 10th and 23 & 24th November 2019) enabling assembly members to take part in over 24 hours of learning, deliberation and decision-making. The process was designed by The Democratic Society, with the support and input from Test Valley Borough Council officers, the advisory group and Involve.

2.1 The work of the Citizens' Assembly

The Romsey Citizens' Assembly was made up of 50 residents, who together represented a typical profile of residents from the area, over 16 years old. They were recruited as a result of a civic lottery in which 10,000 invitations were sent out to households across the area.

They met together for four whole days, over two weekends in November 2019, at the Royal British Legion Club in Romsey town centre.

The process was designed by The Democratic Society and Involve, with input from an advisory group and Council officers. Each session was led by two experienced lead facilitators who managed the overall event: Mel Stevens (Democratic Society) and Chris Tuke (Democratic Society Associate).



Six tables had independent facilitators, with the addition of some council staff, who had been trained in facilitation techniques by Involve ahead of the first Citizens' Assembly weekend. The table facilitator's role was to stimulate thinking and dialogue and help record what was being discussed. They would then support the group to work up ideas into recommendations.

Assembly members sat according to a seating plan that was changed on each of the four days. This was to ensure they heard and engaged with a variety of views and perspectives from other Assembly members and to ensure a mix of demographics at the tables.

A range of expert witnesses were engaged and briefed on the methods and purpose of the assembly and spoke as expert witnesses. They presented relevant information and background to the assembly over the course of the two weekends, to help groups with their deliberations. Experts were also available to answer questions during group discussions.

In addition to the expert evidence, the Citizens' Assembly was informed about pre-event engagement with the wider community, notably views of children and young people, and

residents' views on parts of the town. Data and feedback were displayed on the walls of the venue, for assembly members to look at during breaks.

A Romsey that works: in the themes of People, Planet, Businesses and Communities

The themes of people, planet, business and community were used as a framework for the assembly to enable them to explore the question from multiple perspectives. Both weekends were designed so that a range of outputs resulting from each stage of deliberation could feed into the work of the Citizens' Assembly in reaching a set of recommendations for the council.

Weekend one - Saturday 9th and 10th November - Day 1 & 2

The first weekend focused on the bigger question of how to improve a place and what does maximum benefit mean? The aim was to hear from a range of experts across a range of topics. This was to help explore the issues as Assembly members and provide the space to talk about what is most important when seeking to improve a place. This identified the top line principles and priorities that were developed the following weekend.

Table 1: Weekend one inputs and outputs

The inputs	The outputs
<ul style="list-style-type: none"> • Key themes highlighted • Key principles explored • Panel speakers • Lived experience speakers 	<ul style="list-style-type: none"> • Conversation guidelines • Unanswered questions for all speakers • Assembly description of what Romsey is currently like • 12 key outcomes for Business • 12 key outcomes for Planet • 12 key outcomes for People • 12 key outcomes for Community • 12 priority statements (3 per theme) • 'Park' post-its

Weekend two - Saturday 23rd and 24th November - Day 3 & 4 overview

The aim was to develop the ideas and ambitions agreed the previous weekend and apply to Romsey more specifically, in order to address the stated challenge of the Citizens' Assembly. This was a collaborative process with an added focus to deliver the maximum benefit for Romsey residents.

The expert witnesses presented information about opportunities in Romsey and explored what has been in development through the master planning process so far. By the end of the weekend the assembly produced recommendations for improving the area around the Crosfield Hall and Bus Station and to deliver the maximum benefits.

Table 2: Weekend two inputs and outputs

The inputs	The outputs
<ul style="list-style-type: none"> • Conversation guidelines • 12 key outcomes for Business • 12 key outcomes for Planet • 12 key outcomes for People • 12 key outcomes for Community • 12 priority statements (3 per theme) • Walk and talk evidence sessions • Expertise from Nexus and Test Valley Borough Council 	<ul style="list-style-type: none"> • 12 priority statement proposal posters • Voting results showing levels of support • support priority statement proposals • Recommendations presented to the council

2.2 Day 1: A Romsey that works for Business and Planet

The morning involved an introduction to the Citizens’ Assembly of Conversation Guidelines, with any additions, followed by agreement from attendees. There was a focus on what has been developed already at the Council and how the Assembly connects to it, e.g. Romsey Future Partnership. Cllr. Adams-King was delighted to open the Citizens’ Assembly on behalf of the council.

Conversation guidelines, starter for 10....

- No ? is a bad ?
- Step forward, step back
- Be open to change
- Understanding differences
- Not always going in the same order, randomize
- Respect for one another and 2 way communication
- One person talking at a time
- Conscious of own behaviour
- No swearing
- Listening to hear
- Don't take it personally



The conversation guidelines helped make the process fair and participative for everyone

Welcome to the Citizens' Assembly

- Councillor Nick Adams-King - Deputy Leader and Chair of Romsey Future

Councillor Adams-King welcomed Assembly Members to the Citizens' Assembly and thanked them for taking the time out of their lives to take part. He shared aspirations that the council and Romsey Future have to involve communities.

Hearing from lived experience experts

There was a table exercise to explore what Romsey area is like. Three things that are good and three things that are not so good were fed back to the Assembly from each table. The table groups then rotated around 'zones' hearing from 'lived experience' presenters

- Including everyone - Jo Topley (Romsey Food Bank Manager)
- Disability Forum - Sally and Ian Whatmore
- Older people's partnership - Barry Prosser, Lilian Brimlow and Crosfield Hall user - Judith Houghton

After lunch, the first panel presented as expert witnesses:

BUSINESS, ENTERPRISE & TECHNOLOGY PANEL

- Adam Clemett – Chamber of Commerce & Local Business owner
- Mark Edgerly – Romsey Town Centre Manager
- Max Wide – Connected Catapult

The second panel presented as expert witnesses:

PLANET PANEL (environment, habitat, heritage)

- Chris Esplin Jones – Romsey & District Society
- Graham Smith – TVBC Planning Policy
- Peter Baird – Perkins & Wills Urban Design
- Alison Barnes – CEX of New Forest National Park

Following each presentation, participants were asked to share key points and questions, prioritising one question to ask speakers during the Q and A.

Panel speakers Carousel - Each speaker then had about 5 mins at a table, answering questions, exploring in more detail things the table wanted to know.

Success for Romsey in Business and Planet (table exercise)

The assembly then worked on their table exercise, to build a vision for the future of Romsey regarding Business and Planet. The aim was for tables to arrive at two lists of outcomes they would like to achieve (one list per theme), and then agreed **2 key outcomes** they would **prioritise** for each list created. Tables then fed back briefly to the group.

2.3 Day 2: A Romsey that works for People and Communities

The first panel presented as expert witnesses:

PEOPLE PANEL (wellbeing and health)

- Abbie Twaits – Public Health Hampshire
- Tracy Daszkiewicz – Lecturer in public health & Director of Public Health (Wiltshire)
- Rachel King - Director & Dr Stuart Ward - Clinical Director for Eastleigh North and Test Valley South CCG

There was a break and reflection for Remembrance Day.

The second panel presented as expert witnesses:

COMMUNITY PANEL (civic Society and volunteering)

- Hollie French – Test Valley Borough Council
- Jane Dodson – Locality
- Sam Paulton - Romsey Community School

Panel speakers Carousel

Each speaker then had about 5 mins at a table, answering questions, exploring in more detail things the table wanted to know. Then it was lunch.

Success for Romsey in People and Community (table exercise)

The Assembly then worked on their table exercise, to build a vision for the future of Romsey regarding People and Community. The aim was for tables to arrive at two lists of outcomes they would like to achieve (one list per theme), and then agreed **2 key outcomes** they would **prioritise** for each list created. Tables then fed back briefly to the group.

The next session was called '**Free Roaming Graffiti Artists**' - working on the total 48 priorities from the assembly process so far. The 12 priorities for each theme of People, Planet, Businesses and Communities were displayed on four tables. Assembly members had time to 'roam' around and add any thoughts by writing on the sheets of paper - this ensured that participants could comment on any of the key priorities that were being developed.

The final session was then working in four groups, to sort through the additional comments, and to refine the 12 priorities per theme, into **3 priorities per theme**.

These 3 newly refined priority outcomes per theme were then presented back to the room by tables, with some of their reasoning behind it.

Finally, assembly members were encouraged to write themselves a postcard reminder to help them remember what they thought was important from sessions 1 and 2 for reviewing at the second weekend.

Any people, or topics, which members thought were missing could be raised by members with their table facilitators, to help address gaps for days 3 and 4.

2.4 Day 3: Creating Proposals for the Council

After a recap of the previous weekend from the lead facilitators, Romsey Citizens' Assembly were reminded of the aims and the timeline of how their recommendations would be shared with the Council. Assembly members were encouraged to play an active role in presenting their work as part of this process and were reminded about what had been agreed the previous weekend - the key outcomes and 12 priority statements.

This weekend was aimed more directly at the assembly question and to further develop the 12 priority statements from weekend one.

Focusing on the South of the Town Centre

The first panel presented as expert witnesses:

- Graham Smith – TVBC Planning Policy - Where and why?
- Zena Foale Banks - Nexus - What people have said about this area to date?

The Walk and Talk

The assembly spent some time on location, looking at the key locations that have been discussed. There were four different locations with some of the experts there, to share their thoughts and insights. [10 mins chat at each location].

Members had the 48 key successes to take on the tour if they wanted. Locations were:

1. The Hundred (High Street)
2. Crosfield Hall
3. Bus Station and Fish Lake Stream
4. The Marketplace.

After lunch, the Assembly then focused on the final 12 priority outcome statements that were agreed at the first weekend. **Zena Foale Banks - Nexus**, presented how, as master planners, they review and test ideas in order to help the assembly think through a range of considerations for their top 12 priorities.

- Guidance on how we get/refine the shopping list
- The balance/choices planners have to make
- Making it work- delivery / does the proposal stack up

Zena and Graham were then available for the rest of the afternoon, as the assembly explored how to determine what is needed to bring maximum value to a place, what is needed to make it a reality, or if it is a feasible option.

The assembly began working on the **first 6** of the 12 priority statements. This was done using a planning template, to draw everything together to make specific proposals, which would achieve the agreed priority outcome. There was one randomly allocated priority per table.

After some time the table groups moved around the room, in order to have a short time to comment on the developed proposal for each of the other priority statements in progress.

Each table then fed back to the wider group on the priority they had worked on, covering the first 6 proposals.

2.5 Day 4: Final proposals for the Council

The first main session of the day was for the Assembly work on the second 6 of the overall 12 priority statements. This was done using a **planning template**, to draw everything together to make specific proposals, which would achieve the agreed priority. There was one randomly allocated priority per table.

After some time, the table groups moved around the room, in order to have a short time to comment on the developed proposal for each of the other priority statements in progress.

Each table then fed back to the group on the final 6 proposals. This completed the Assembly’s work on the 12 priority proposals.

Voting on the 12 priority proposals

The assembly members were given a brief time to remind themselves about the proposals, having contributed to all of them at some point, and then issued with ballot papers to vote on the following:

‘To what extent do you support or oppose the following proposals for improving the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?’

Over lunch, Ballots were collected, and the results counted and then presented to the panel at the beginning of the afternoon. This enabled participants to see the strength of support against each of the proposal and also to see that there were some different opinions.

Figure 2: Planning template

BALLOT PAPER 1

To what extent do you support or oppose the following proposals for improving the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey? (Please tick one for each priority statement proposal)

PRIORITY STATEMENT PROPOSAL	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly Support
1: Well-planned, connected accessible infrastructure (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists					
2: Attractive and diverse businesses and shops in flexible units with space for start-ups and local businesses to bring greater variety and more jobs					
3: Make Romsey the first truly green historic market town					
4: Make healthier living easier - design in more opportunities for healthy activities					
5: Make Romsey an attractive, vibrant town, a centre of excellence, including green spaces and wildlife corridors					
6: Design the transport and parking with an integrated plan that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (parking, accessible, but still encourage bus use, especially by younger people)					

BALLOT PAPER 2

To what extent do you support or oppose the following proposals for improving the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey? (Please tick one for each priority statement proposal)

PRIORITY STATEMENT PROPOSAL	Strongly oppose	Oppose	Neither support nor oppose	Support	Strongly Support
7: In Romsey there will be more green spaces in the town area that will enhance, protect and increase our natural environment, which includes the wild animals and plants					
8: In Romsey we will reduce the number of vehicles in the town centre by half by 2025					
9: In Romsey we achieve 'Green Town' status by 2025					
10: Community hub and green spaces that bring people together (across generations)					
11: Improved transport infrastructure to encourage a sense of community - with viable options for moving around					
12: Lots of things to attract people into the town centre that affordable and accessible for all which everyone living in Romsey knows about and can take part in					

The proposals that received the strongest levels of support (over 50% 'strongly support' vote) were focused on for the next exercise, where the assembly was then invited to roam around the tables to add their views on **why** they thought these were important and what **impact** they would make.

The table activity was then to work up a final presentation to the council representatives of the shortlisted proposals. A panel of officers from the council listened and responded to what they had heard and had an opportunity to ask a question. This panel comprised of:

- Roger Tetstall- Chief Executive
- Andy Ferrier – Corporate Director
- Graham Smith – Head of Planning Policy and Economic Development

Due to the restrictions of Purdah, elected Councillors were unable to take part in this session.

Roger Tetstall - CEX - final reflections

The day ended with final reflections from Roger Tetstall, CEX Test Valley Borough Council. Council officers then inviting assembly members to a celebration event in December to talk more about their recommendations and to agree the next steps in how the council and its partners will review and implement the recommendations. This was well-received by assembly members.

The lead facilitators thanked the group, there were final evaluations to complete and a group photo.



03. THE RESULTS & RECOMMENDATIONS

A variety of outputs and results were created over the duration of the 4 days, each informing the next discussion and activity ending in the final recommendations to the council.

3.1 Developing and refining

The results are shown here, in the order that the Citizens' Assembly undertook the discussions and activities.

On Day 1, assembly worked on their tables to talk about the current situation in Romsey Town Centre. This resulted in two lists of 'great' and 'not so great' for the Town Centre.

Each of the 6 tables worked to identify the top 3 from each list - those highlighted in yellow below.

Table 3: Romsey Town Centre great and not so great list (top 3 from each table in yellow)

Great	Not so great
<ul style="list-style-type: none"> ▪ Crosfield Hall* ▪ Recycling* ▪ That there is some parking* ▪ The Petshop :) ▪ Recycling facilities are useful but its position isn't very helpful ▪ The stream has potential to be an asset ▪ Aldi ▪ Recycling point next to Aldi ▪ Crosfield Hall - great space to hire/for community events + provides town centre car parks - community asset central bus station/transport hub ▪ The way out {of Romsey} ▪ Food Festival ▪ Beggars Fair ▪ Lantern Parade ▪ Well lit at night (I run at 5am!) ▪ Pubs allow dogs ▪ Facilities ▪ Community involvement ▪ Welcoming atmosphere in the centre ▪ Good community feeling ▪ History ▪ Town has a defined centre/meeting space ▪ Interesting historic town ▪ A sense of history through the ages ▪ Look of the town 	<ul style="list-style-type: none"> ▪ Not enough parking* ▪ Overall appearance* ▪ Traffic congestion* ▪ Tiny/difficult parking ▪ Location of toilets ▪ Poor signage for parking (smaller car park) ▪ Dominated by flats, recycling bins, antisocial activities, rubbish in stream ▪ Back of shops don't look presentable ▪ Amount of green spaces ▪ Back of manned police station ▪ Traffic (wider area) ▪ Bad brewery site (wider area) ▪ Can we consolidate the two smaller car parks? ▪ Key entry points to the north - under railway bridge ▪ Traffic flows around town centre ▪ Town approaches have traffic problems ▪ Bottle neck when m/way closed ▪ Tidy up the bypass vegetation ▪ Footpath along the bypass needs urgent repairs ▪ Crosfield ▪ Flats near Crosfield Hall - appearance ▪ Car parking can be difficult + likely to become worse with more development

<ul style="list-style-type: none"> ▪ Size of Romsey ▪ How each space links together ▪ Keep Crosfield Hall! (good facility) ▪ Wide variety of shopping opportunities ▪ Parks ▪ Butcher! Baker! Hardware Shop! A lot of local independents ▪ Market ▪ Easy to get into nature ▪ Parks and open spaces ▪ Walking routes to villages + riverside + parks ▪ Crosfield Hall location is good for access + proximity to centre ▪ Great public transport links to nearby towns/cities ▪ Bus station location good access to town ▪ Need bus stops somewhere central not necessarily by stream ▪ Bus routes to surrounding towns + cities ▪ Walks ▪ Walking ▪ Being able to walk everywhere ▪ 'Real' centre: defined centre, good facilities, friendly community feeling* ▪ Parks + walking* ▪ Transport links* ▪ Wisdom House/Labyrinth ▪ King John's Garden ▪ Safe environment for families ▪ Deli & cafes ▪ Food/pubs ▪ Centre of town easily walkable/flat ▪ New area in centre (used to be roundabout) ▪ Mill stream and Memorial Park* ▪ Parks ▪ Park and access to river Test ▪ Waterways ▪ Flowers ▪ People ▪ Waitrose ▪ Shops* ▪ Independent shops ▪ Good variety of shops ▪ Compact - easy to get around* ▪ Scale ▪ Street events; Beggars Fair, Food Festival ▪ Abbey ▪ Old ▪ Market town ▪ Free parking after 6pm ▪ Romsey Show 	<ul style="list-style-type: none"> ▪ Pavements not improved - shared spaces! ▪ Expensive place to shop for clothes etc. ▪ Range of shops ▪ Too many charity shops ▪ Need for middle range shop - M&S Food or Sainsbury's Local? ▪ Sitting outside in centre - breathing exhaust fumes ▪ Traffic in Romsey centre ▪ Hard to cycle safely into town ▪ Needs cycle routes to Wellow etc ▪ Appearance/maintenance* ▪ Traffic* ▪ Expensive shopping/range of shops* ▪ Public transport ▪ Strain on health services ▪ Not enough adult education stuff ▪ Too much traffic in town centre ▪ Lack of diversity ▪ Abbey not integrated into town ▪ Not enough electric car charging points ▪ Not enough facilities for the youth of Romsey ▪ Not enough arts, culture, + corresponding creative energy ▪ No changing spaces for disabled persons ▪ Can only pay by cash at car park meters ▪ Parking* ▪ Not enough resident parking in Broadwater Estate (Banning Street) ▪ Parking for large cars ▪ Car park spaces are too small and awkward ▪ Vacant Brewery site since 1989 ▪ Brewery site not developed* ▪ Flats on Broadwater Rd ▪ Charity shops ▪ Too many charity shops ▪ Cafes ▪ Coffee shops - too many ▪ Lack of housing for single people ▪ Cycle access ▪ Walking + cycling infrastructure - not enough ▪ Hidden waterways ▪ Not enough access to stream* ▪ Getting too big - too many houses being built* ▪ Overgrown cycle paths ▪ Not enough cycle routes* ▪ No buses after 10.30 - no taxis ▪ The canal is a state - too overgrown ▪ Too many care homes
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<ul style="list-style-type: none"> ▪ Romsey Rapids ▪ Safe and family-friendly ▪ Different areas to walk along river/canal ▪ Lovely community feeling ▪ Public transport ▪ Good transport links ▪ Schools easily accessible ▪ Generally quiet, peaceful ▪ Bradbeers and variety of shops ▪ Pubs ▪ Shopping area* ▪ Good range of local shops ▪ Love being able to walk to all the local shops ▪ Quaint streets and buildings ▪ Romsey Abbey ▪ Historic character* ▪ River Test ▪ Merer Way Fields ▪ Memorial Park* ▪ Lovely Abbey and parks ▪ Easy access to the countryside on foot or by bike* ▪ An excellent leisure centre, bus station and youth centre* ▪ Activities good - town hall ▪ Lots to do for all ages ▪ The market ▪ A good range of pubs and coffee shops ▪ Lots of individual shops of different types ▪ Train station with regular trains to nearby towns ▪ Romsey Old Cadets ▪ Good sport facilities ▪ Great amenities - plaza, hilliers ▪ Community spirit - family friendly* ▪ Romsey Abbey ▪ Schools fantastic - give children lots of opportunities ▪ Open spaces - lots of great conservation areas ▪ Excellent range of activities for the retired ▪ Closeness to nature ▪ Good cycling routes ▪ The town centre ▪ Neighbours "taxi" service ▪ Great events - lantern parade, market, Mayor's Picnic, murder mystery (Crosfield Hall) ▪ Carnival and Beggars Fair ▪ Sense of community* ▪ Green spaces ▪ Countryside* ▪ Memorial Park ▪ Diverse mix of green spaces and high street 	<ul style="list-style-type: none"> ▪ No lighting along canal ▪ Broken paving stones ▪ Expensive to live in ▪ Too many estate agents and hairdressers ▪ Not enough variety of shops* ▪ More variety of shops - places to eat ▪ Not enough disabled parking on market days ▪ Overstretched doctors ▪ Congestion into Waitrose car park ▪ Lorries unloading back of Boots - not great for disabled parking ▪ Low bridges causing traffic problems ▪ Traffic in The Hundred* ▪ More help for deprived people in the town - e.g. struggling young families or the isolated elderly ▪ Lack of parking ▪ Empty shops ▪ Dangerous kerbs in shopping streets. Falls common due to changes in pavement level ▪ Roads and through traffic ▪ No taxi rank e.g. taxi service has to be pre-arranged, no emergency taxi available ▪ Over development around the Abbotswood area* ▪ The development around Palmerston Statue ▪ Too many real estate agencies ▪ Excessive building ▪ More shops would be useful to fit age ranges ▪ More local employment would be good ▪ Canal path good but could now include central waters ▪ More job opportunities for all ages (16+)* ▪ Poor transport infrastructure* ▪ Traffic congestion* ▪ Too many car parks ▪ Too many traffic wardens ▪ Financial constraints - closure of so many small independent businesses* ▪ Too many charity shops* ▪ Poor connection between railway station, Plaza, Crosfield Hall etc to centre ▪ You never know where the 66 is gonna go ▪ No pavement in Newmarket Place
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<ul style="list-style-type: none"> ▪ Free parking after 4pm and weekends* ▪ Main high street is good* ▪ Safe 	
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Assembly members created long lists at their tables of outcomes they would like to see under the themes of **Planet, Business, Community and People**. This work was informed by the presentations delivered by speakers over Days 1 and 2 of the Citizens’ Assembly.

The final session on Day 2 involved assembly members roaming around the room and adding comments, thoughts and symbols to the 12 outcomes for each theme which were laid out on tables on large ‘graffiti walls’. The 4 graffiti walls were then given to 4 groups of assembly members to work on and refine the long lists of priorities into 3 priority outcomes per theme. This resulted in a combined **set of 12 priority outcomes developed by assembly members**. You can see the results of this work in the tables below.

Table 4: Outcome for Romsey Town Centre statements (3 priority outcomes in each list in yellow)

PLANET	BUSINESS
<ul style="list-style-type: none"> ▪ Roof gardens and beehives ▪ Improved designed waterways (redeveloped) as a tourist feature* ▪ Urban greening - growing plants on buildings ▪ Green city - incorporating waterways and urban habitat such as pollinator plants ▪ Make feature of the Fishlake and Tadburn streams ▪ Disabled access - more accessible town for all people inc. those with low mobility ▪ Romsey has greener access in and out of the town* ▪ Charge points for electric vehicles ▪ Reducing the need to drive into town from outskirts - cycle paths and accessible routes ▪ Selling produce from green space e.g. beehives selling honey ▪ Better connectivity ▪ Better flow of people ▪ More emphasis on pedestrians ▪ Pedestrianising the town centre will reduce pollution* ▪ Need mem.park and green spaces in the town ▪ Waterway enhanced ▪ Encourage use of renewable energy make more sustainable ▪ Water turbines generating energy* 	<ul style="list-style-type: none"> ▪ Good community spaces - education and technology based ▪ Quality not quantity of choice of shops to keep character in Romsey ▪ Better shops in Dukes Mill ▪ Good community spaces - indoor and outdoor for all ages and interests ▪ Incorporating education/tourist info into town (of nature, of history) ▪ Important to retain the character to bring people into the town ▪ More independent shops for a personal feel ▪ Retain character and independent shops to bring people in* ▪ Well planned, designed infrastructure to town* ▪ More connected town centre - better flow and continuity ▪ Improve traffic flow around town to car parks ▪ Town centre shopping area inclusive and joined up ▪ Linear short stay and disabled parking close to town centre ▪ Designed town centre routes which reduce traffic/improve flow, improve accessibility, improved cycling and encourage electric vehicles ▪ Two tier parking on outskirts of town with good pedestrian/signed route ▪ 5G broadband ▪ Plaza De Romsey - European cafe style canopies/covered areas*

<ul style="list-style-type: none"> ▪ More wildlife in town ▪ Greener spaces to attract wildlife ▪ More trees and natural planting with consideration to wildlife ▪ Centralised delivery pods, i.e. central, Abbottswood, Fishlake, Industrial estate ▪ Improve access to waterways ▪ Possibility of pedestrianisation of The Hundred and Latimer Street ▪ Low carbon footprint (solar panels, efficient energy systems, less concrete) ▪ Green trails ▪ Sustainable resources ▪ Encourage biodiversity ▪ Access to nature ▪ Ease of movement including accessibility ▪ Green trails to encourage people to move around green spaces (similar to heritage trail)* ▪ Greener spaces to attract more wildlife in town* ▪ Leaving mature trees and adding special which benefit wildlife ▪ Coped with increase to population with careful planning with the wildlife team ▪ Being recognised for our efforts to protecting wildlife ▪ National Park status? ▪ 1st market town national park? ▪ Make more of nature we have the birds murmuring ▪ Greener spaces in town centre linked by wildlife corridors ▪ An obvious increase of species that previously were endangered ▪ Plant trees in all streets with planters full of plants for wildlife ▪ Clean up canal ▪ Buildings with roof gardens ▪ Bins can be decorated to bring attention to recycling ▪ Pedestrian only in the centre ▪ Small areas like the St John's House Garden ▪ Make the canal more attractive to people and wildlife ▪ Cleaner water and air. Less traffic pollution ▪ Businesses like McDonald's which cause litter take more responsibility to keep the town clean 	<ul style="list-style-type: none"> ▪ Attractive diverse shops/flexible units* ▪ Trendy shops for the young ▪ Make more of hidden/existing assets ▪ Conflict technology/green space - and encouraging night time economy ▪ Diverse businesses ▪ Diverse retail offering ▪ Variety of different shops and services ▪ Start-up units under 500 m/sq ▪ Incubator space ▪ Business start-up pods under Test Valley ▪ Venue that attracts people to town in a wider time window (versatile space) ▪ Keep it local - Romsey £ ▪ Greater choice of convenience shops needed ▪ A versatile venue that attracts people to town for a wider time window* ▪ Start up spaces under 500 m/sq* ▪ More small businesses ▪ More independent shops ▪ Something to happen in town between 1700 and 2200 - restaurant, other? ▪ Longer opening hours and more open Sundays to bring people in ▪ Proper restaurants providing food all day and evening ▪ More celebrations/street parties/festivals/parades ▪ Continental style shopping hours closed at lunch, later opening ▪ Huge canopy over Romsey so weather doesn't affect activities shopping etc. ▪ Build an environmentally friendly shopping centre in Romsey ▪ Wider variety of businesses providing jobs and services ▪ Get more involved in community projects and activities ▪ Visit the town without frustration ▪ Being more eco-friendly ▪ Businesses which complement those on The Hundred/centre ▪ Businesses for all age ranges ▪ Retain historic architecture shop fronts and signage ▪ Busy high street, no vacant shops, high employment across age groups ▪ Thriving and diverse* ▪ Connectivity and flow, walking, cars, pedestrians* ▪ Growing our rep as a 'destination'
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<ul style="list-style-type: none"> ▪ More on-street recycling bins and split recycling bins ▪ Slate of measures to increase and support wildlife including becoming first market town national park* ▪ Promote sustainable energy throughout town e.g. with solar panels on every shop* ▪ Help Crosfield Hall generate and store its own energy ▪ Green areas which engage young people - community gardens ▪ Planters, hanging baskets, green walls, sensory garden ▪ Incorporate green space* ▪ Improve transport links - park and ride ▪ If we limit no. of car parks in town need to ensure we have increase in blue badge spaces in town ▪ Plants for pollinators - wildlife/habitats in town centre* ▪ Fewer car journeys and better air quality* ▪ Green corridors (and blue ones too!) ▪ The town is part of the landscape - nature, wildlife, history ▪ Understanding how waterways and footpaths connect ▪ Plants for pollinators everywhere ▪ Suitable habitats in centre without intrusion ▪ Wild areas to encourage pollinating insects ▪ Develop central stream as attractive area with wildlife ▪ Plant wild flowers etc on stream and roundabouts ▪ More trees around Romsey ▪ Requirement of solar panels or other sustainable energy ▪ Wildlife gardening ▪ Resilient to weather events (planning for) ▪ Fewer cars in centre/more reliance on public transport ▪ Reduced number of car journeys ▪ Sharing transport ▪ Environmental incentives for businesses/developments in Romsey? ▪ Carbon neutral development ▪ Cowheel scheme - less traffic in town 	<ul style="list-style-type: none"> ▪ Possible provision of a business centre for out of office work ▪ Work centre ▪ Larger units for retail ▪ Sustainable solutions built in ▪ Provision of smaller units ▪ Evening economy ▪ Recreational businesses ▪ Increase arts - gallery, music ▪ People connections to make it all work! ▪ Cycle shop covering repairs and perhaps home visits - community service ▪ Better access for disabled ▪ Easy access to car parking ▪ Connected transport options ▪ A town that is connected to itself and neighbouring areas and nearby cities ▪ Full occupancy of business units (with waiting list!) ▪ Limit speed of traffic through town ▪ Smooth flows of movement - sharing road space well and knowing routes ▪ People circulate easily ▪ Indoor market - supports local producers/business in town and country ▪ Making Crosfield Hall a multi-functional space* ▪ Crosfield Hall multipurpose facility - sports hall, performance space, meeting point ▪ Preserve, enhance and make lively the high street* ▪ Stimulate a night time economy - restaurants, later shopping hours, events* ▪ Signs telling you what car parks have spaces and how many ▪ Electric cars/buggies and plug in places (charging points) ▪ Carbon neutral development ▪ Good independent shops ▪ Sensible infrastructure ▪ Next Romsey development to show the way to rest of the country on high street shopping ▪ No/few vacant units ▪ Pedestrianise The Hundred to increase footfall in town centre ▪ To preserve a sustainable compact town centre ▪ Discovery centre winchester - multi-use public building with retractable seating ▪ Built in seating in Crosfield Hall
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<ul style="list-style-type: none"> ▪ Greener spaces - green walls, planters, plant trees to absorb trees ▪ More green spaces behind Duke's Mill ▪ Community farming to produce Romsey fruit and veg distributed without lorries and provides healthy food* 	
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Table 5: Outcome for Romsey Town Centre statements (3 priority outcomes in each list in yellow)

<p>COMMUNITY</p> <ul style="list-style-type: none"> ▪ Social hub - Crosfield - can it be redesigned? ▪ New hall - include hub open all the time ▪ A 'new' Crosfield Hall that is larger with better facilities for multiple groups and events ▪ Modern town but keep the historical part as the main feature - make more of historical features ▪ A central information hub for everyone 'physical and digital'? ▪ Need to address alternative transport links and modes in Romsey e.g. golf buggies* ▪ Park and ride - mini-bus - disabled park space ▪ Making Crosfield Hall a communal space ▪ Community that cares and looks out for each other ▪ Toddler groups mixed in with older people ▪ Getting schools in the local area to get involved in community projects - having a communal garden ▪ Making a rentable sports facility is this an option for Crosfield Hall? ▪ Somewhere for people who work from home to connect ▪ Good community hub/space ▪ Community app for Romsey downloadable from car parks to allow visitors to explore ▪ Spaces for community groups ▪ Next door app ▪ Facebook page ▪ Planning for new residents to access town centre 	<ul style="list-style-type: none"> ▪ PEOPLE ▪ Centre of excellence - attractive and vibrant centre - make Romsey an inclusive town - and be known for it* ▪ Better signposting /wayfinding for health activities walks/parks not signs but symbols ▪ More accessible to everyone to decrease loneliness ▪ Go to speak to someone about opportunities that they might be interested in ▪ Decrease ignorance over GP usage with social prescribing to decrease the strain on the NHS ▪ GPs to provide info on other options rather than just medication ▪ Accessible for all individuals - physical, financial, practical ▪ Easy and inviting places to walk to encourage wellbeing ▪ Better communication about what's going on/services available ▪ Welcoming 'happy to talk and share' environment ▪ Welcoming town centre for locals and those outside the area ▪ Town centre made safer for our small children ▪ Community seating to encourage people to stay and socialise ▪ People can volunteer to gain recognised experience for future employment* ▪ Wellbeing drop in centre and community hub linked to social prescribing* ▪ Residents engaged with each other and proud of their community ▪ Support for young mums/especially first timers ▪ More support for different family types (e.g. same-sex, diverse, single etc.)
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<ul style="list-style-type: none"> ▪ Building on what we've already got ▪ Check signage - does it help walkers get to town and explore? ▪ Eat out - Eat Well (affordable) programme ▪ Database to support community activity ▪ Develop community leadership strategy to bring forward and support new community initiatives ▪ Develop existing buildings or spaces e.g. save our spaces* ▪ A community in which nobody feels excluded ▪ Successful intergenerational projects ▪ A successful night time economy allowing people to enjoy Romsey ▪ Safe social areas ▪ Clean environment ▪ Enough room for all community meetings ▪ Attracting tourism to the town ▪ Better cycle routes ▪ Central accessible community hall space with flexible interior space advertised outside for all ages* ▪ Lots of things to attract people into the town centre that are affordable for all* ▪ Green roof on Crosfield Hall* ▪ A space on top on top of the new Hall - with plants (not too high, but a flat roof using the space for a roof garden) ▪ Change the size of the Hall for its use; adapt the room/hall size ▪ Crosfield Hall - make a more adaptable resource with the right capacity overall and each room ▪ Something to be proud of ▪ Chickens - good at giving people a purpose, comforting, a community chicken coop ▪ Animals - petting area ▪ Community orchard (a mini-orchard) ▪ Canopies - protect from rain/shade in summer - for outdoor areas ▪ Covered area with seating with shops and facilities around edges e.g. a meeting place* ▪ Places for events e.g. the hall ▪ Green walls on the flats 	<ul style="list-style-type: none"> ▪ More places for the youth to express themselves, engage in activities, gain experience, socialise and look for help ▪ Improved public transport - more evening buses, less traffic in town centre* ▪ Improved transport infrastructure to encourage community and provide viable options for moving around ▪ Shared public spaces/natural green spaces ▪ Accessible green spaces in Romsey ▪ Develop cross educational ▪ Interactive social spaces for multiple users* ▪ Romsey is a co-operative town people sign up as volunteers and get credit on council tax ▪ "Romsey Pound" - exchange and co-operation for services and activities ▪ Litter picking ▪ Formal acknowledgement of Romsey's commitment and buy in to co-operation e.g. dementia friendly town, disability friendly ▪ Mental and physical health awareness for all ages at schools and work ▪ Loneliness in the elderly is not an issue in Romsey ▪ Develop capacity or new approaches in coping with increasing population ▪ Zero unemployment ▪ Consider access and facilities to promote walking and health ▪ No need for welfare and financial support in addition to benefits ▪ Healthy people ▪ Healthier citizens preventing disease by good diet and exercise* ▪ No need for welfare and financial support in addition to benefits* ▪ More green spaces for events* ▪ A structure that is not only aesthetically pleasing but is challenging and stimulating something different a feature - use your brain/think about* ▪ Things to link all the generations - so everyone can enjoy it together ▪ Landscaping and green gym ▪ Healthier people ▪ Pop-up units for shops ▪ Health service with multiple levels of access for all demographics that live in Romsey - Primary Care Network, Social Prescribing ▪ Essential needs met ▪ Easy, prompt access to shared medical services for all*
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<ul style="list-style-type: none"> ▪ Flowers throughout the year - flowering; low maintenance, bee-friendly plants ▪ To get to the underlying issue - what are the reasons for deprivation/poverty. Success = more inclusive community ▪ Smart lighting ▪ Safe spaces ▪ Feel safe ▪ Volunteering ▪ Thriving and healthy community which transcends generations ▪ Involvement in community ▪ Community activities ▪ Provision for meetings, exercising ▪ 'Proper' community hub ▪ Community spaces for gathering ▪ Crosfield Hall developed ▪ Maintain and develop community spaces to foster greater sense of community ▪ People not being isolated ▪ More info on what's available ▪ Can we have fairs to enable service users to talk to reps from services in Romsey ▪ Ensure that community and help groups are known about locally and are easy to access ▪ Clear, co-ordinated, community approaches ▪ Involve surrounding areas ▪ Young people and elderly people connected to exchange skills ▪ Everyone knows what's going on in the community* ▪ Community hub and green spaces that bring people together (across generations) ▪ Encourage community involvement ▪ Community cafe accessible to all allowing different community groups to mix* ▪ Community outreach for the lonely* ▪ Improved transport infrastructure to encourage community with viable options for moving around* ▪ Intergenerational activities to encourage social stimulation* ▪ Community/business - create spaces for shared use* 	<ul style="list-style-type: none"> ▪ New developments bring more medical services (GPs) ▪ All demographics represented - young, middle aged, elderly, and all ends of income spectrum ▪ Green trail - promote environment, cycling, walking ▪ Learn from nature ▪ More emphasis on environment ▪ Health orientated shops and restaurants etc. ▪ Accessibility - accessible shops and businesses ▪ Incentives for businesses to be eco/healthy (low rent businesses, loyalty rewards) ▪ Park & cycle* ▪ Design in more opportunities for healthy activities *
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3.2 Final ballot vote

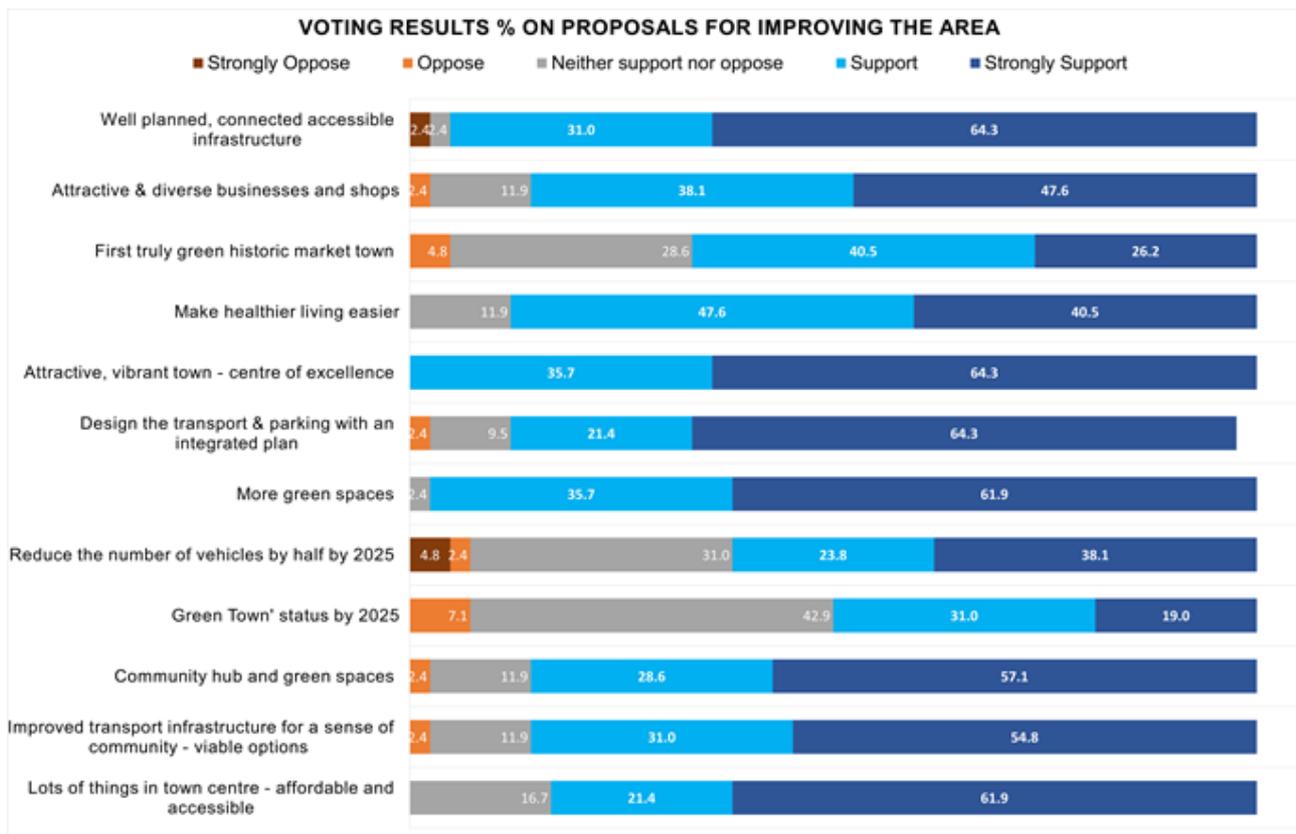
Panel members cast votes using their ballot papers on Day 4 of the People’s Panel. This allowed them to vote as an individual as to how much they opposed or supported each proposal.

The question on the ballot papers asked assembly members:

“To what extent do you support or oppose the following proposals for improving the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?”.

All of the priority outcome proposals received strong levels of support overall. 7 of the proposals received over 50% ‘strongly support’ votes. The highest level of support was received for ‘attractive, vibrant town - centre of excellence’ which received 100% support. 8 proposals received some levels of opposition with ‘reduce vehicles by half by 2025’ and ‘Green Town status by 2025’ receiving the most opposition.

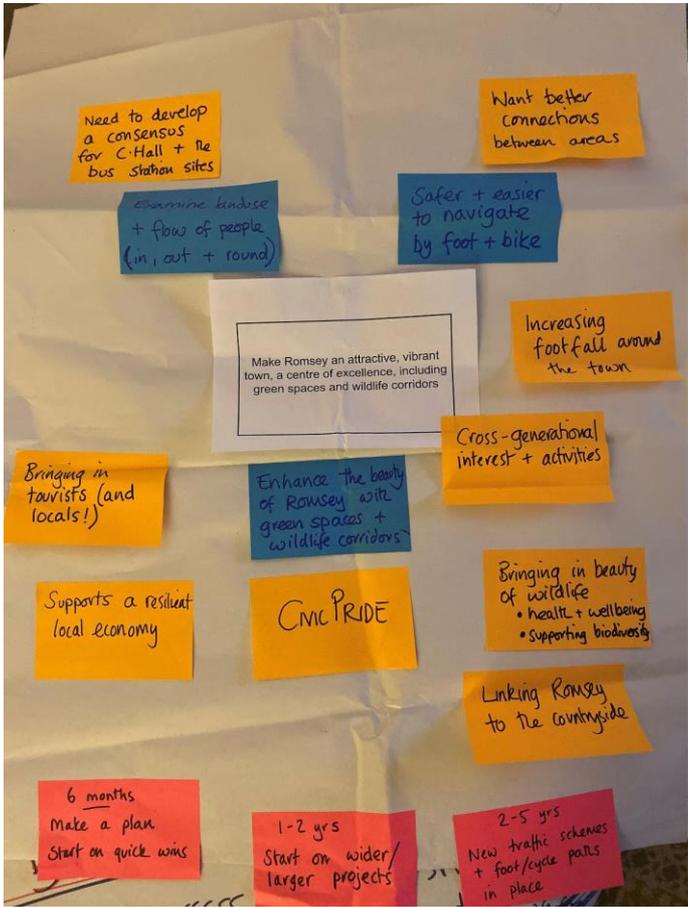
Chart 3: Results of voting on the proposals for improving the area - 42 ballot papers were received and counted



3.3 Recommendations

This section shows the priority outcome proposals that received over 50% strongly support votes and the recommendations that the Citizens' Assembly presented to the council. Using the data from 'why these are important to me' discussions, assembly members worked on tables to prepare their final recommendations in the form of a presentation to the council.

Table 6: Completed outcome poster for Romsey Town Centre with key messages added

<p>Make Romsey an attractive, vibrant town, a centre of excellence, including green spaces and wildlife corridors</p>
<p>KEY MESSAGES PRESENTED TO THE COUNCIL</p> 
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Improve road layout to accommodate pedestrians and cyclists - make it more attractive 2. Use current Crosfield site for parking and buses 3. Examine feasibility of moving Crosfield Hall to bus station site/other site 4. Enhance passageways 5. Improve signage and include historical information

6. Create more green spaces and access to waterways (e.g. Kings Cross)	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • TVBC, local schools, colleges • Local businesses/residents • User groups • Bus companies • Environmental agencies • Local press • Local groups/communities 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Funding - grants • Community involvement • Planners, architects, developers • Environmental advisers • Champion of project
What impact will it have?	
<p>Positive</p> <ul style="list-style-type: none"> • Encourage visitors, wildlife and biodiversity • Cleaner air • Resilient ecosystems • Raise profile of Romsey • Encourage environmentally friendly businesses 	<p>Negative</p> <ul style="list-style-type: none"> • Less parking • More people (+ & -) • Loss of Crosfield memories
<p>What is success?</p> <ul style="list-style-type: none"> • Romsey is a pleasant environment for everybody • Increased tourism • Thriving local businesses • More hedgehogs 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Lack of support • Fear of change • Lack of finance
Timeline - how long will it need?	
<p><i>6 months</i></p>	<ul style="list-style-type: none"> • Have a plan, comms strategy • Traffic management scheme

	<ul style="list-style-type: none"> • Planting improved • Passageways improved • Feasibility study planned
<i>1-2 years</i>	<ul style="list-style-type: none"> • Dukes Mill + square improved • Stream access improved • Work started
<i>2-5 years</i>	<ul style="list-style-type: none"> • New traffic scheme in place • Changes to Crosfield/bus station (possible swap) is achieved

Table 7: Completed outcome poster for Romsey Town Centre with key messages added

<p>Improved transport infrastructure to encourage a sense of community - with viable options for moving around</p>
<p>KEY MESSAGES PRESENTED TO THE COUNCIL</p> <p>“Currently:</p> <ul style="list-style-type: none"> • Unattractive, especially since it’s a historic market town • Unsafe (feels dfue to traffic) • Uninviting (just looks like a carpark) • Disjointed from the town centre <p>Will most improve because:</p> <ul style="list-style-type: none"> • Visually more interesting • Safer, nicer to cycle/walk to • Transport will be more accessible to a wider variety of people • Enable more social interactions including for public transport users <p>In 5 years’ time:</p> <ul style="list-style-type: none"> • Enable access to green spaces and waterway • A successful community hub

<ul style="list-style-type: none"> • Diverse range of people dwelling and enjoying green open space in the south of the town centre • More people will mean a wider range of business to thrive.” 	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Planning: feasibility study, demand study, full costing 2. Inclusive flexible transport options e.g. electric car club (+vans, buggy, bikes), community taxis, dial-a-ride, small, free shuttle buses 3. Designated cycleways and walkways with traffic separation - clearly signposted, connected, access to key destinations 4. Close The Hundred to traffic at certain times (trial period) and mitigate impact on surrounding areas 5. Create transport interchange (buses/taxis) linked to community hub 6. Shuttle buses linking key destinations incl. Railway station, The Rapids, town centre 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Residents and community groups • Experts • Transport providers • Councils and government/local authorities • Business • Landowners • Investors 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Funding • Expert advice • Public support • Communications strategy
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Reduced congestion • Improved air quality • Health benefits • Better access for all - inclusivity • More visitors 	<p>Negative</p> <ul style="list-style-type: none"> • Reduced access for residents in town centre • People might choose to go elsewhere • Disruption of deliveries

<ul style="list-style-type: none"> Nicer place to live, work and visit 	
<p>What is success?</p> <ul style="list-style-type: none"> [no comments] 	<p>What might constrain it?</p> <ul style="list-style-type: none"> Lack of funding Existing road network Resistance to change
<p>Timeline - how long will it need?</p>	
<p><i>1 year</i></p>	<ul style="list-style-type: none"> Study
<p><i>3-5 years</i></p>	<ul style="list-style-type: none"> Completed
<p><i>Longer term</i></p>	<ul style="list-style-type: none"> [no comments]

Table 8: Completed outcome poster for Romsey Town Centre with key messages added

<p>Lots of things to attract people into the town centre that are affordable and accessible for all which everyone living in Romsey knows about and can take part in</p>
<p>KEY MESSAGES PRESENTED TO THE COUNCIL</p> <p>“It will make people feel: included and involved, diverse and inclusive, connected, community feeling, responsible and proud of our town, supported by each other and for that to happen; activities need to be affordable and accessible.</p> <p>This will improve Romsey because the more variety of people we can bring into the town, the more businesses and variety of businesses will thrive in the town. It is about people wanting to live here, to stay here; for leisure, shopping and as a happy, pleasant place to live. It is vital for employment and will improve people’s health and wellbeing.</p> <p>It will bring people of all ages together and people from all walks of life and promote understanding between different age groups (younger and older people). People will not be excluded because of affordability. It will give young people things to do and it will create opportunities for personal development and education. Activities and events that are affordable and accessible will bring people together - daytime and evening. It will promote an evening economy.”</p>
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> Research needs

<ol style="list-style-type: none"> 2. Central, accessible, flexible community hub for all ages and incomes 3. Multimedia communication platform 4. Improve night time economy 5. Improve and enhance existing waterways and footpaths/pavements/high traffic areas in and around the town 6. Employ a wide range of incentives to draw people into the town (Romsey Loyalty Card) 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Councils • Residents/community groups • Schools/colleges • Transport organisations • Romsey Future • Businesses • Outlying parish councils, urban planners, volunteers 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Funding • Advertising • Planning • Volunteers • Signposting • Loyalty card adoption
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Romsey becomes a shining example for the nation • A happier town • Positive social networking • Supports local economy • Increased community collegency 	<p>Negative</p> <ul style="list-style-type: none"> • Congested and crowded • Temporary disruptions • Not enough parking • Some businesses may benefit - others less so
<p>What is success?</p> <ul style="list-style-type: none"> • More footfall • More employment opportunities • Local sense of pride in the town • More community involvement 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Public negativity • Existing infrastructure • Lack of funding and manpower

<ul style="list-style-type: none"> Achieving the maintenance of Romsey's historic character 	
Timeline - how long will it need?	
<i>6 months</i>	<ul style="list-style-type: none"> [no comments]
<i>1-2 years</i>	<ul style="list-style-type: none"> Design
<i>2-5 years</i>	<ul style="list-style-type: none"> Complete delivery

Table 9: Completed outcome poster for Romsey Town Centre with key messages added

<p>In Romsey there will be more green spaces in the town area that will protect enhance and increase our natural environment, which includes the wild animals and plants</p>	
<p>KEY MESSAGES PRESENTED TO THE COUNCIL</p> <p>“We think that this proposal will improve wildlife conditions, health and wellbeing of citizens, help reduce the effects of climate change and focus on future generations. Many of you say that these things will improve your feelings about Romsey and your overall health.</p> <p>The area will improve because the stuff we want to do is: survey what we have, to create a plan for the future, link wildlife corridors, make Fishlake Stream accessible, only use wildlife friendly planting and involve communities in our urban greening projects.</p> <p>In 2024, living in Romsey will make us proud, we will be shopping local, we’re going to be staying here, living with lots of plants and animals in our space. We’re going to be better connected to our rural settings and our house will increase in value. We are the future! Thank you.”</p>	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> Survey existing flora and fauna and create a policy for the future Enhance and link existing corridors, for wildlife and people Make Fishlake Stream accessible by opening up the bank Use wildlife friendly planting Involve community in creating and maintaining green spaces Encourage and implement urban greening 	
<p>Who needs to be involved?</p>	<p>What resources are needed?</p>

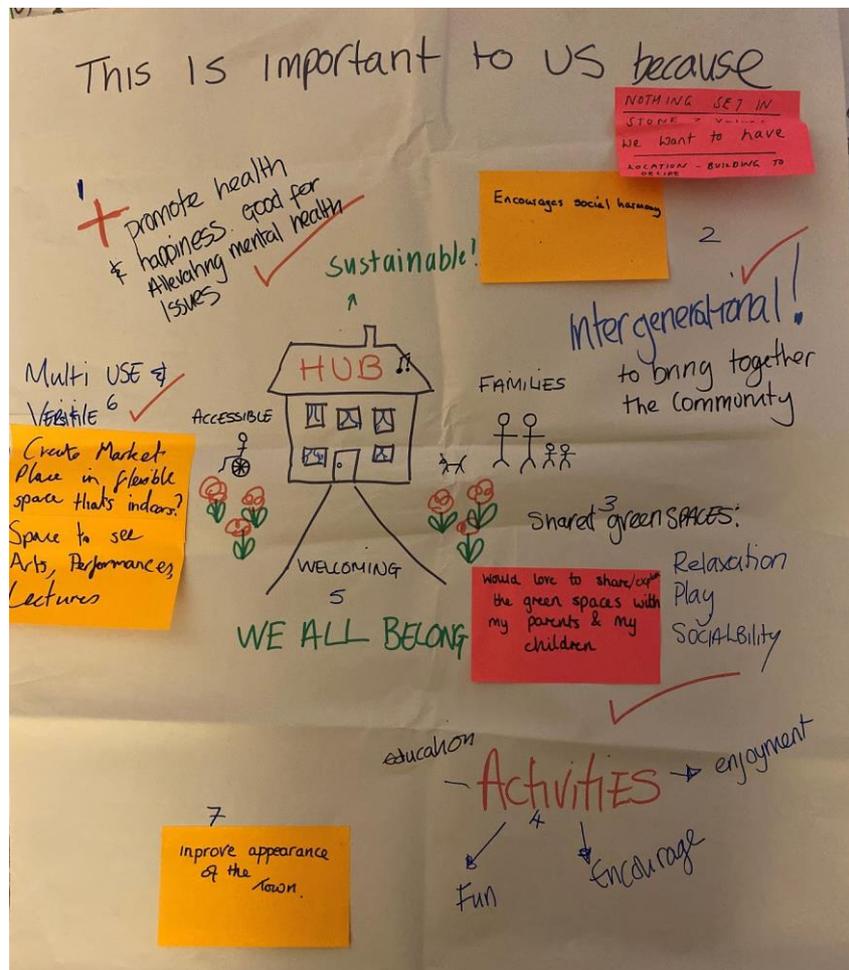
<ul style="list-style-type: none"> • Local and national government • Schools/young people • Community • Experts (conservation, environmental) • Press and media • Ambassador - Charlie Dimmock, Chris Pacham 	<ul style="list-style-type: none"> • Money! E.g. grants • Business sponsorship • Knowledge experts • Alternative energy • Bags of happiness • Rewards system for green activities • Space/land
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Happiness • Civic pride • Increased wildlife • Positive impact on planet • Intergenerational • Inclusive 	<p>Negative</p> <ul style="list-style-type: none"> • Disruption • Lack of maintenance • Ruining environment
<p>What is success?</p> <ul style="list-style-type: none"> • Better health • Spaces used and enjoyed • Increased tourism • Increased wildlife 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Poor planning • Lack of commitment • Cost of maintenance • Public apathy
<p>Timeline - how long will it need?</p>	
<p><i>6 months</i></p>	<ul style="list-style-type: none"> • Survey existing spaces • Identify new opps. • Communicate
<p><i>1-2 years</i></p>	<ul style="list-style-type: none"> • Improve Fishlake Stream

	<ul style="list-style-type: none"> • Improve passageways • Create family events for greening
2-5 years	<ul style="list-style-type: none"> • Green walls and roofs on • Maintain what we have • Create educational programmes

Table 10: Completed outcome poster for Romsey Town Centre with key messages added

Community hub and green spaces that bring people together (across generations)

KEY MESSAGES PRESENTED TO THE COUNCIL



What actions need to happen to make it real?

1. Decide on the purpose of the community hub: multifunctional, intergenerational activities, community and business

<ol style="list-style-type: none"> 2. Decide on the location and design of community hub/business hub 3. Identify resources available/seek funding 4. Identify stakeholders/users/market for commercial users 5. Communication strategy and plan 6. Consider in line with other master planning initiatives 7. Understand existing and future uses of the hub 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Local authorities and regulatory • Local community across the age groups - e.g. schools/elderly - including villages • Local media • Professional advisers/experts • Local businesses • Volunteer agencies 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Money! Grants, funding, loans • Experts, sharing best practice • Communication strategy • Developer/local authority support • Land • Community engagement
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Increased community engagement, reduced social isolation • Improved wellbeing • Improved appearance of town - better utilised space and environment • Better support for business, opportunities for start-ups 	<p>Negative</p> <ul style="list-style-type: none"> • Disturbing peace - whilst building • Anti-social behaviour • Increased pressure on parking and traffic
<p>What is success?</p> <ul style="list-style-type: none"> • Well used by wide range of people • Well designed, practical and versatile building in-keeping with surroundings • Increased prosperity and job opportunities 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Lack of available flexible space • Parking facilities/congestion • Public apathy/opposed to change • Funding restrictions

	<ul style="list-style-type: none"> • Planning constraints
Timeline - how long will it need?	
<i>6 months</i>	<ul style="list-style-type: none"> • Getting community engaged from start - where, what etc.
<i>1-2 years</i>	<ul style="list-style-type: none"> • Design and gain permission for planning • Identify funding
<i>Longer term</i>	<ul style="list-style-type: none"> • [no comments]

Table 11: Completed outcome poster for Romsey Town Centre with key messages added

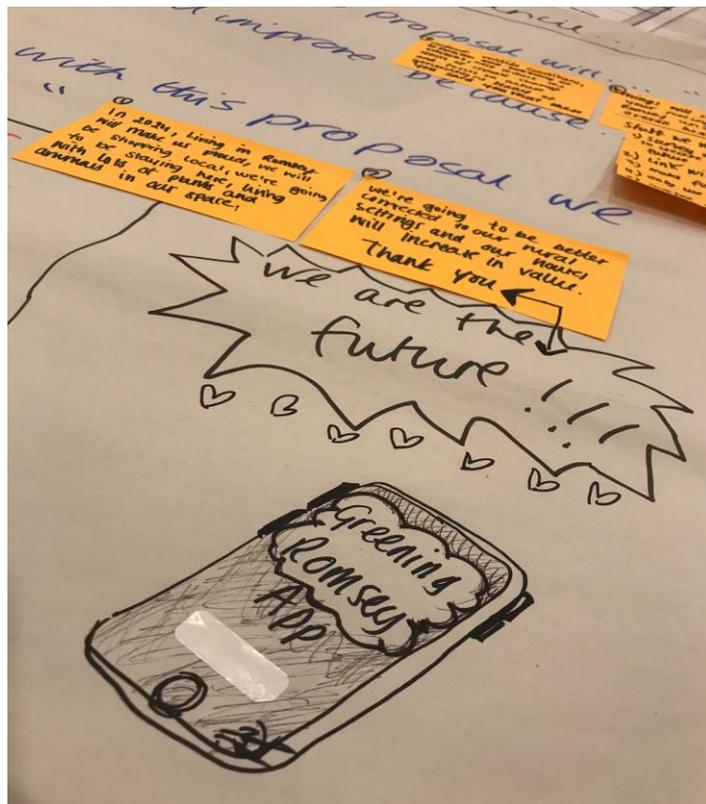
<p>Design the transport and parking with an integrated plan that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (parking, accessible, but still encourage bus use, especially by younger people)</p>
<p>KEY MESSAGES PRESENTED TO THE COUNCIL</p> <p>“Many people want to walk and cycle safely as part of a healthy lifestyle. It will deliver greater accessibility for all particularly families, people with disabilities, elderly people and young people.</p> <p>It will reduce our dependence on cars, reducing congestion and improving air quality. More active lifestyles make people feel happier as well as healthier. It widens life for low-income families and helps people get out and about.</p> <p>Improved road safety, enhances the quality of life and makes life easier. Improves traffic flow, brings more people in to Romsey, to boost the local economy.</p> <p>It will generate demand for greener modes of transport and increases access to employment options, particularly for young people.”</p>
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Undertake full traffic impact assessment of travel plan for town centre and villages 2. Enhance pedestrian pathways to town centres 3. Design cycle routes that link Romsey with outlying villages and Southampton 4. Limit access to town centre for cars/deliveries 5. Space required for buses to drop-off/pick-up/turning - not parking

6. Provision of car parking (investigate park and stride)	
Who needs to be involved? <ul style="list-style-type: none"> Local residents/community - incl. diverse groups Local businesses Local authorities Transport companies - bus, taxi, train Lobby groups, FOE etc. Local media Romsey Future 	What resources are needed? <ul style="list-style-type: none"> Finance Commitment Good transport plan and design - right people doing it Good communications/marketing Buy-in from residents
What impact will it have?	
Positive <ul style="list-style-type: none"> Improved town centre offering and economy Less pollution, less traffic Healthier lifestyle 	Negative <ul style="list-style-type: none"> Too successful (infrastructure cannot cope)
What is success? <ul style="list-style-type: none"> Improved inclusivity / accessibility More appealing town, bringing in more visitors, employment and economic benefit Improved transport network with safer pedestrian and cycle routes 	What might constrain it? <ul style="list-style-type: none"> Lack of investment, commitment of resources Lack of local support/negative attitude to change Geography, location, heritage
Timeline - how long will it need?	
<i>6 months</i>	<ul style="list-style-type: none"> [no comments]
<i>2-5 years</i>	<ul style="list-style-type: none"> [no comments]
<i>Longer term</i>	<ul style="list-style-type: none"> [no comments]

Table 12: Completed outcome poster for Romsey Town Centre with key messages added

<p>Well planned, connected accessible infrastructure (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists</p>	
<p>KEY MESSAGES PRESENTED TO THE COUNCIL</p> <p>“A revived Crosfield Hall in an appropriate location - a flexible and functional community hall and facilities (bus station and toilets) would provide a central-focus for visitors and residents alike.</p> <p>We think that this would reduce congestion allowing us to move more efficiently and more safely both in cars, cycles and on foot.</p> <p>Improve footfall and access to Romsey which will in turn improve the economy, job opportunities and tourism.”</p>	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Replace or adapt Crosfield Hall with something fit for purpose (or move) 2. Flexible, easy-in, easy-out business spaces for new and dynamic businesses and community linked to it 3. Improvement of public toilets (internal and external) 4. Bus station - do we need a bus station? Improve or move it? 5. Connecting south/centre and improving flow and signage for navigating 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Current users of Crosfield and bus services (consult them) • Architects and planners • Local businesses • Chamber of Commerce 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Developers • Urban planners • Funding • Experts • Urban furniture (bus stops/benches etc.) • Marketing/comms
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • More attractive space leading to greater civic pride 	<p>Negative</p> <ul style="list-style-type: none"> • If bus station is moved, access might be more difficult

<ul style="list-style-type: none"> • Bring more visitors into the town • Improved facilities and opportunities for community groups 	<ul style="list-style-type: none"> • Temporary disruption to services/facilities
<p>What is success?</p> <ul style="list-style-type: none"> • Public buy-in • Spaces that are well connected and well used • Spaces fit for purpose 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • TPO and planning laws • Listed buildings and archaeology • Disruption • Getting local consensus • Local land owners
<p>Timeline - how long will it need?</p>	
<p>6 months</p>	<ul style="list-style-type: none"> • Phasing to maintain facilities and infrastructure
<p>2-5 years</p>	<ul style="list-style-type: none"> • Completed
<p>Longer term</p>	<ul style="list-style-type: none"> • [no comments]

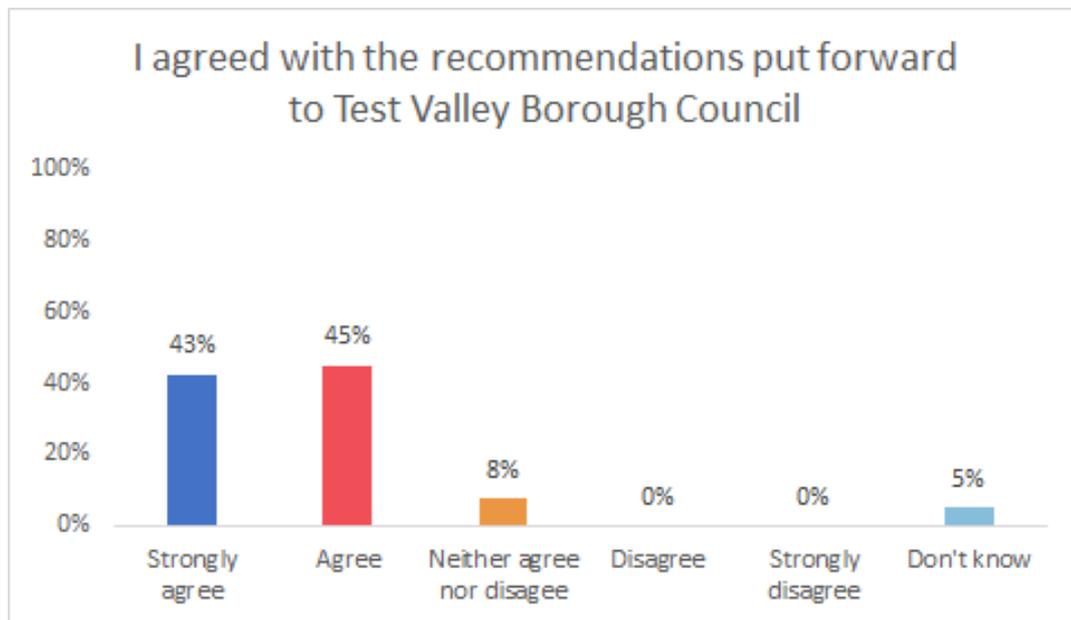


04. WHAT DID THE ASSEMBLY MEMBERS THINK?

The work of the Citizens' Assembly is being evaluated by Renaisi as part of the wider evaluation of the Innovation in Democracy Programme. The full evaluation report will be made available when it is published before the end of March 2020.

Renaisi provided questionnaires¹³ for assembly members to complete at the beginning of the Citizens' Assembly's first weekend, the end of the first weekend and at the end of the second weekend. The information will be used to provide a full evaluation of all three of the Innovation in Democracy Programme citizens' assemblies early in 2020. The following is a snapshot of the survey data in relation to the recommendations.

Chart 4: Question: 'I agreed with the recommendations put forward to Test Valley Borough Council'



Question: How did you feel about the recommendations reached by the assembly?

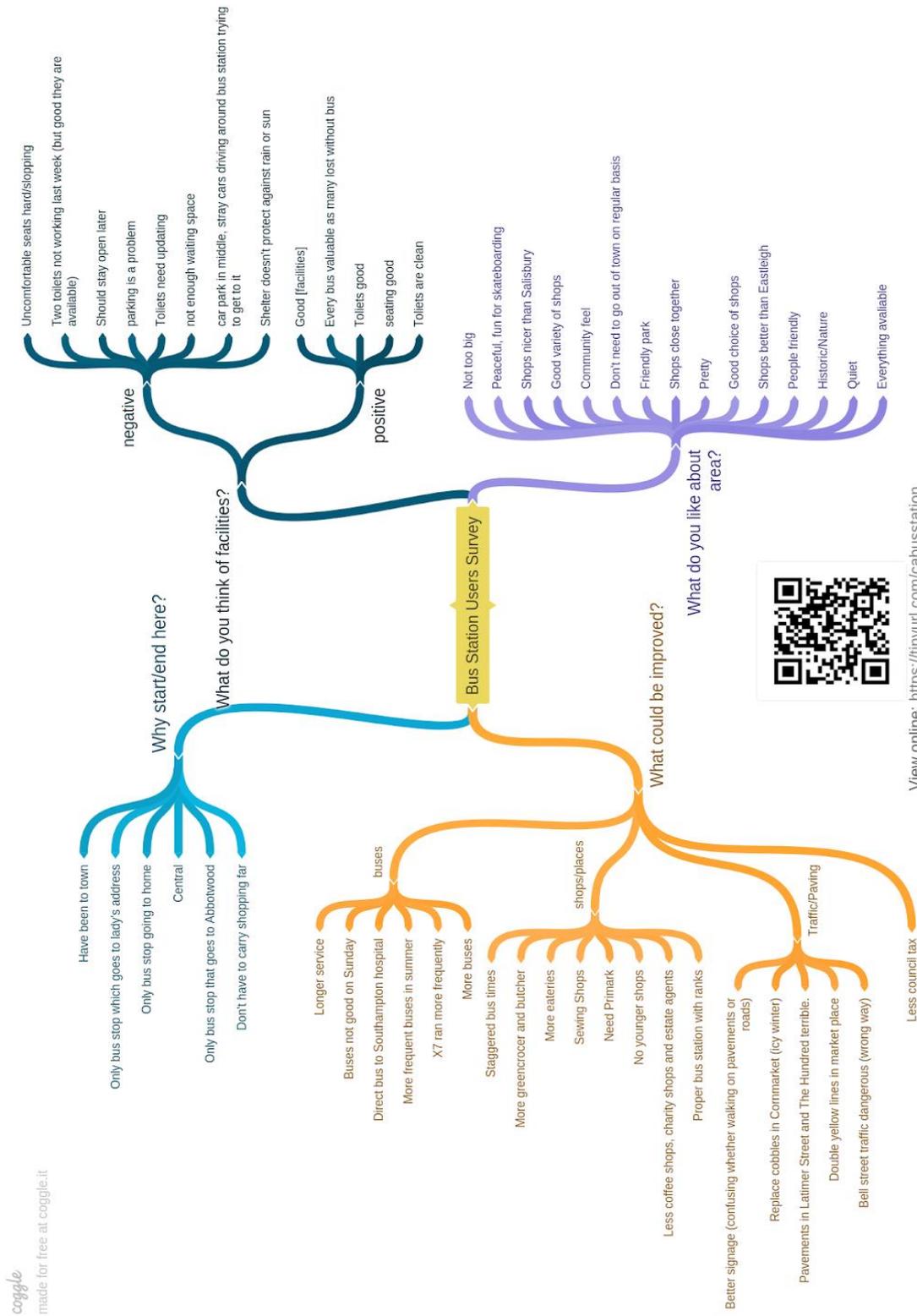
- Mostly I am very happy about them (?...)
- So many agreements on the main subjects
- Good
- Agree with the ideas presented, however I am not convinced all recommendations have been finalised due to time pressures. Would be beneficial to continue development to see fruit of the weekend
- Generally very positive

¹³ 42 questionnaires were received

- All good things, most important ones were selected
- Well thought through
- I agree with the recommendations but would have preferred them to be more refined and action focused
- Broadly outlined a consensus of views from the assembly without giving any specific proposals
- Happy with most of them, however slightly disappointed that in group discussion the eco/green subject seemed universally supported and wanted for the town but voting results meant it was less represented
- That they reflect a common purpose among participants. That they will be valued by decision makers
- I agreed with the recommendations given
- Very positive
- I think some important aspects of what we feel is important were not in the final recommendations. I hope all the "stickys" from both weekends are looked at, as some very good ideas were put forward (but also some not so good ones)
- Agree with the majority, not all ideas. Looking forward to seeing the outcome in April
- Very good
- It would have been more helpful if we had had a more planned framework. So that our (?...) can be easily (?...) into the plenary process
- In agreement
- Positive/hopeful
- I was pleased with the result of the assembly particularly that I felt it was well supported in the group. I was particularly pleased that the overarching ideas were to promote things to improve the environment and social cohesion as well and improve wellbeing in the population
- I am pleased with them
- Gives an accurate reflection of my thoughts and I believe everyone else's after careful consideration founding all the information provided
- I approve/strongly approve all. They could be distilled further as there are some overlaps/common themes
- Ended up not as decisive as I thought it would
- Good
- In the end, the similarity of priority statements meant that all the key points were covered in the recommendations. But the process could have been less frustrating if these had been refined before the second weekend - could use Nvivo for this?
- I am happy with the recommendations overall and I sincerely hope that going forward they get implemented for the betterment of our community
- They are well informed, carefully thought out and beautifully ties together everybody's wants and needs
- Support them - feel they reflected the views of the group
- I was very happy with the recommendations reached by the assembly we all reached common goals to bring forward
- Some are good, but generally feel a lot are not achievable due to financial restraints
- Very fair. There was a great deal of consensus but as expected some opposing views

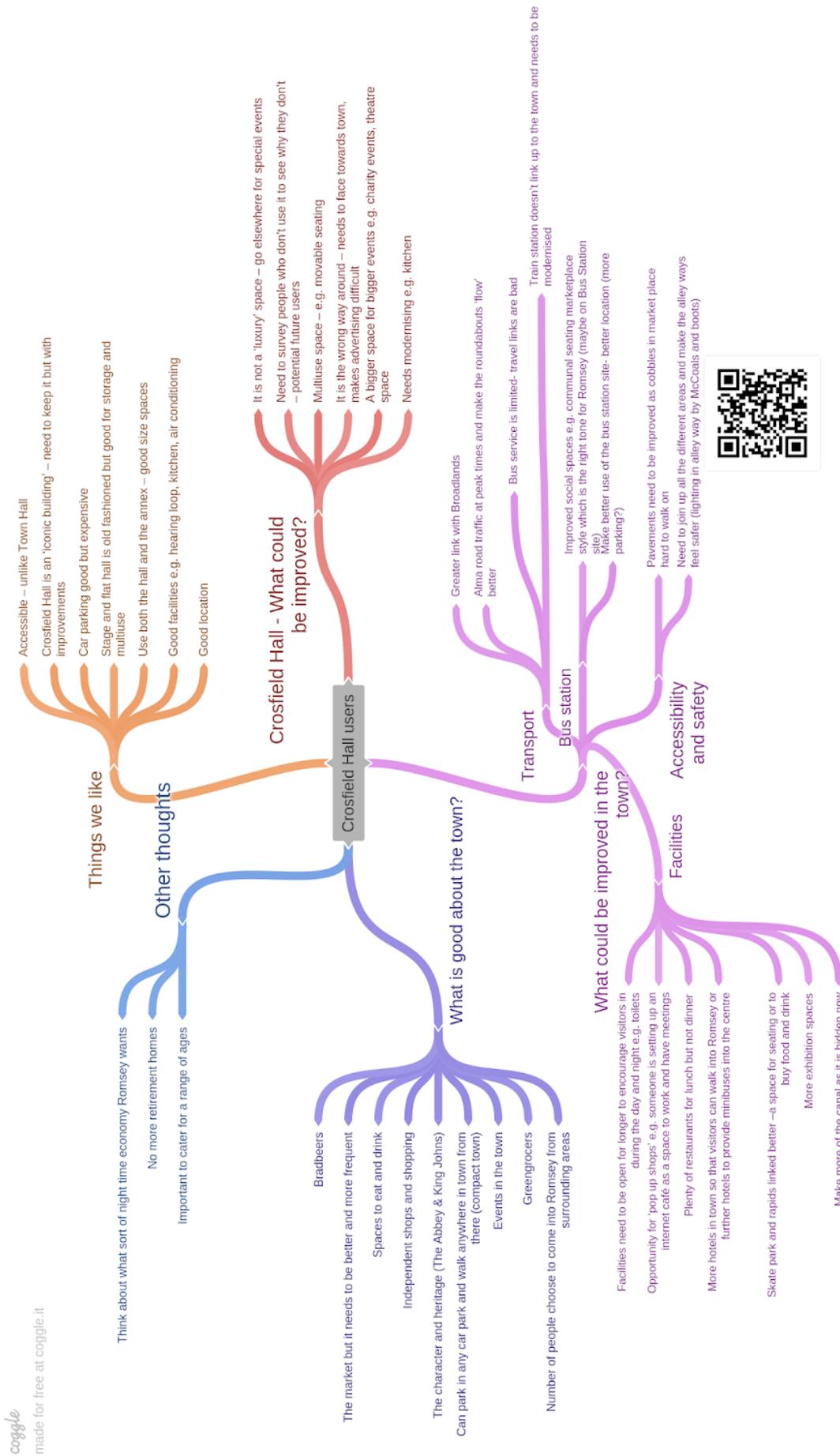
05. ANNEXES

ANNEX 1: DISCUSSION MAPS FROM RESIDENT WORKSHOPS AND BUS USER SURVEY

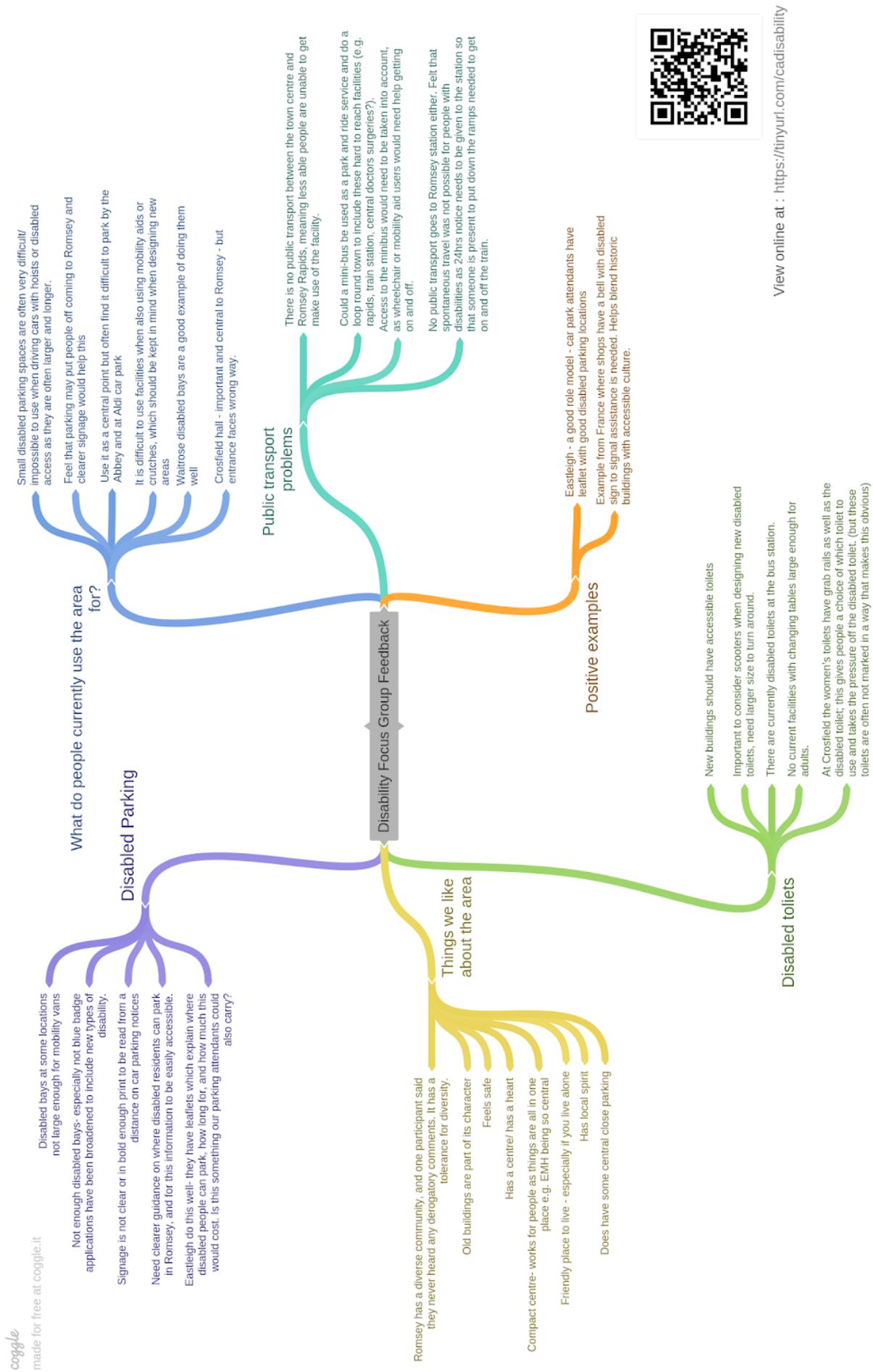


View online: <https://tinyurl.com/cabusstation>

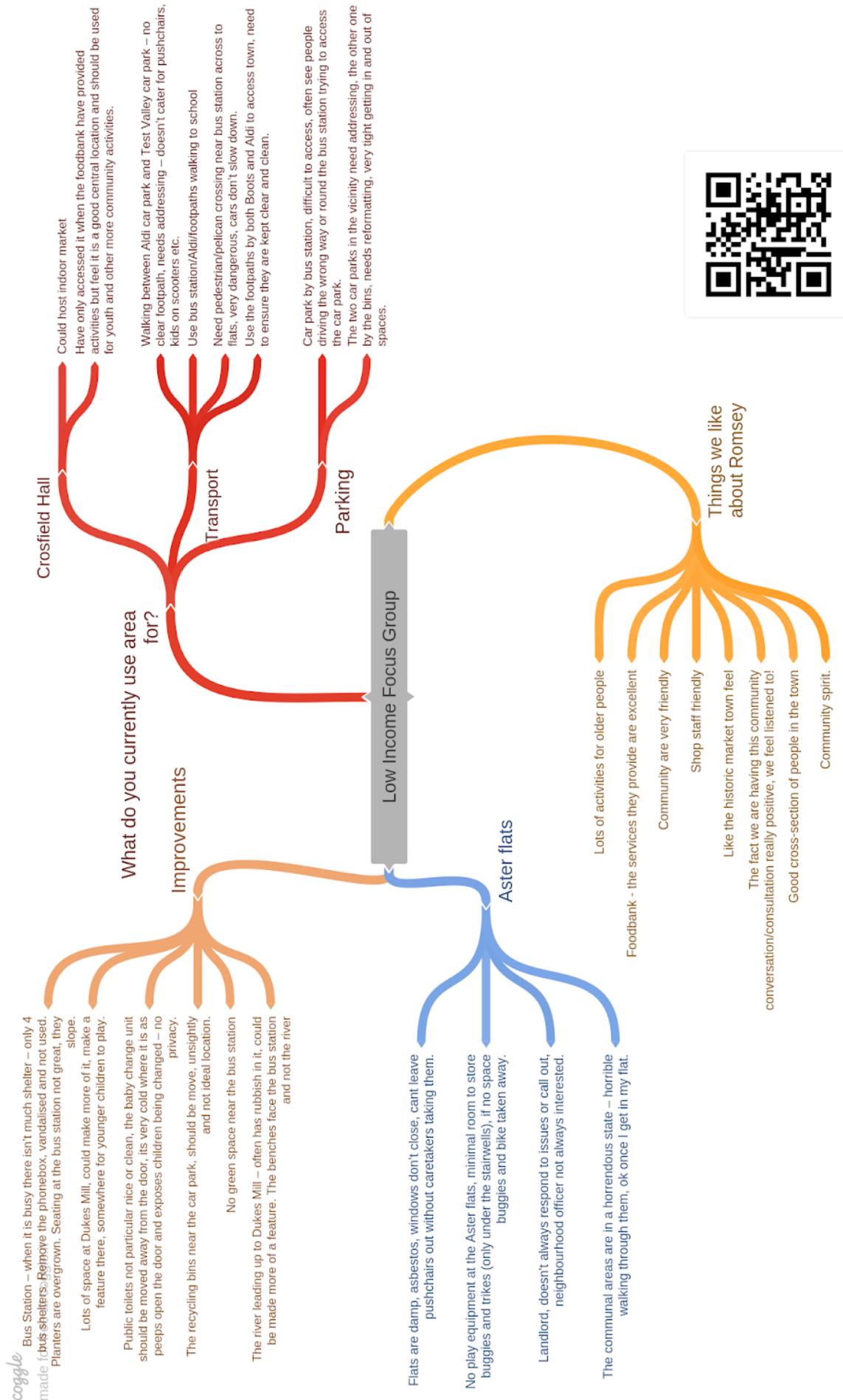
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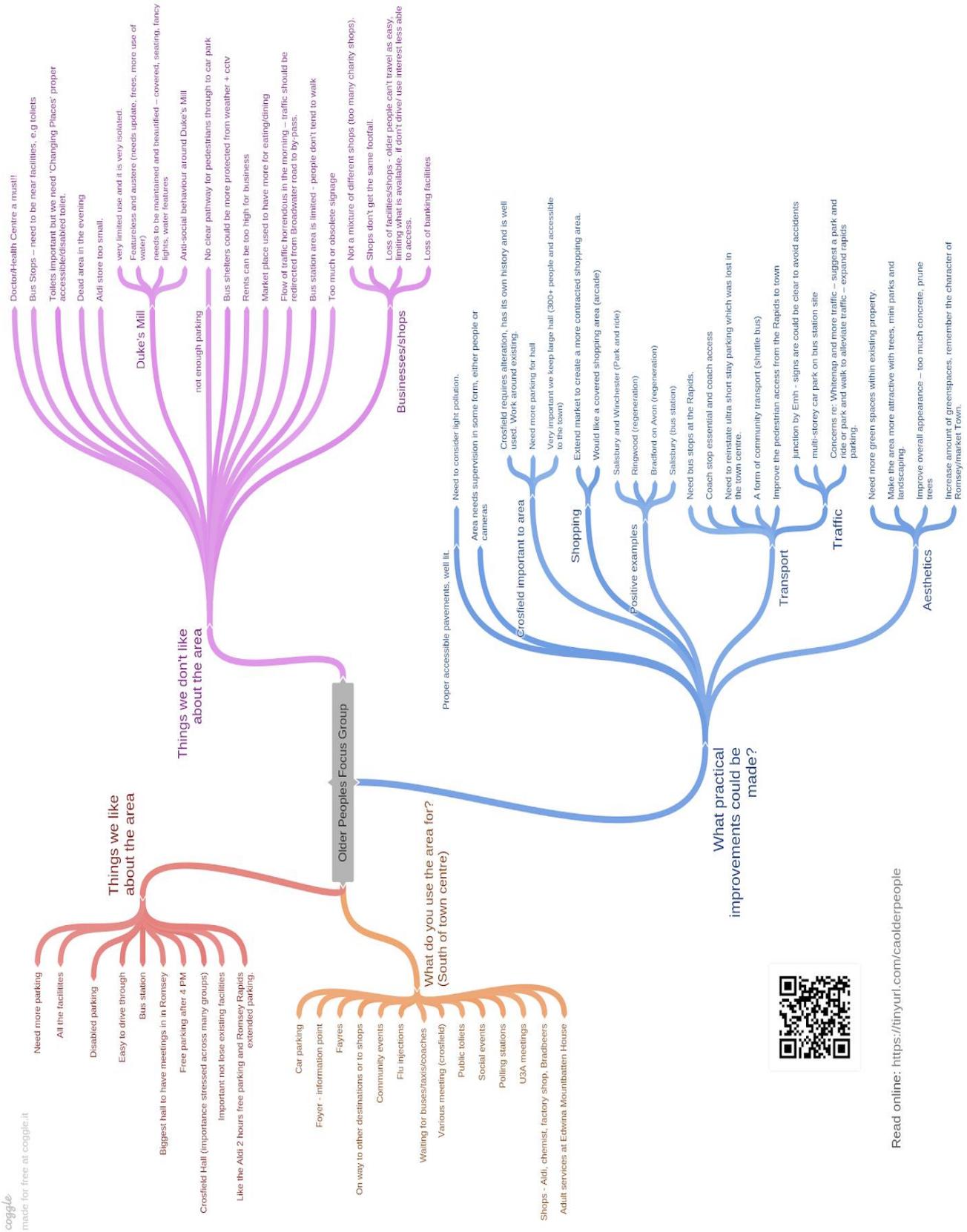
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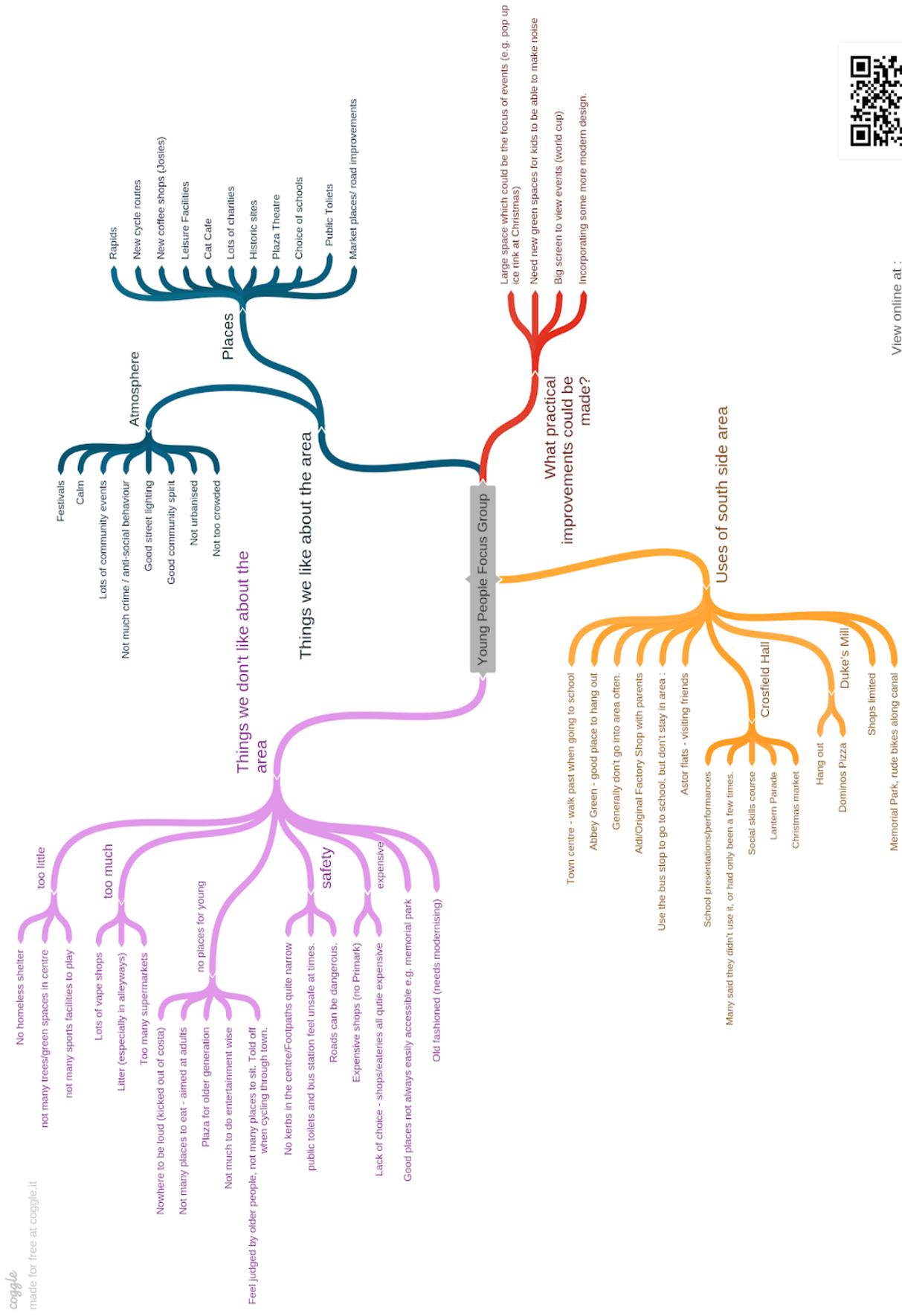
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ANNEX 2: 'WHY' THE 7 PRIORITY OUTCOME PROPOSALS ARE IMPORTANT: MESSAGES TO TEST VALLEY BOROUGH COUNCIL

Feedback on why the recommendations are important to individuals

After voting, table groups discussed the reasons **why** the top 7 proposals for Romsey Town Centre were important to them as individuals. The following is the typed notes in the Citizens' Assembly's own words on why the top 7 proposals would make **an impact in their own lives**. They are typed in no particular order or grouping.

Lots of things to attract people into the town centre that are affordable and accessible for all which everyone living in Romsey knows about and can take part in - Why this is important to me

- Include surrounding villages
- Affordable activities are important so that everyone is involved and feel welcome and part of the community
- Improving the wellbeing for all by building community and providing support networks
- Deserve to live in a thriving, bustling, attractive market town
- Bring a community feel, inclusive for all - bring everyone together
- It should bring together people from different backgrounds so affordability is important, and publicity
- I want to feel proud of my town
- To encourage everyone to feel responsible and proud of our town. Sense of community
- Makes Romsey more diverse
- I like the community feel in Romsey and this will make others feel the same
- It helps to grow social networks and make people feel included and connected to the area and community
- Will feel I am a part of Romsey and included in community
- Inclusive, town centre centric involving social communications
- This proposition is inclusive
- Really important to make sure we build in free/cheap activities (under a fiver) for everyone with less disposable cash
- Provides opportunities for personal development and education
- U would feel more connected to Romsey if I knew more about what is going on
- A well-used town will just make it a nicer place to live
- Simple - any new development has to be about attracting people, regardless of income and be accessible to all - most important
- I would be able to meet people here, feel safe walking through and be uplifted by the environment/hub
- A place where I can share my skills and learn new skills from others
- To give people opportunities is one of the greatest things a community could do
- As someone on a limited budget, low cost or free events are a godsend and knowing the options in good time is vital
- A central hub will bring everyone together of all ages
- Can take friends and colleagues to new activities
- Communication is key! I'd like one online space I know I can check and find out about all the events coming up, so I can plan ahead

- Spend a lot of time in Romsey
- A hub can encourage small local enterprise, be an all age gathering place, an attractive environmental area, a 'green' example, a well-used resource will benefit health, hobbies, small businesses
- It's important to me to bring new life into a tired looking old town
- This will keep the businesses going and encourage young people to stay in Romsey for employment and leisure. This assures future of the town for all. I want to have leisure activities and facilities to use myself
- Business hub should reduce traffic in local area
- Important for viability and sustainability of town
- Might add more interesting shops to Romsey if it is successful
- Will mean we spend more time in Romsey other rather than pass through
- I would love there to be more night time economy and hang out in Romsey rather than going further afield.
- We would visit the town centre more often
- A place where I can flexibly sell/start up a small arts and crafts business

Make Romsey an attractive, vibrant town, a centre of excellence, including green spaces and wildlife corridors - Why this is important to me

- Romsey can be a place I can easily invite my friends to
- I feel happy and proud to live here
- Enjoy showing visitors in and around the area
- Town to be proud of with great facilities
- Encourages civic pride
- Proud to be part of Romsey
- Makes town centre attractive and enjoyable place to visit
- Could make Romsey more interesting place for me
- A town my wife and I can walk in and enjoy
- An attractive vibrant Romsey is important to me to bring in civic pride and make the town I live in much more lovely to live in
- Because I spend a lot of time in Romsey and care
- Attracting more people makes for a more successful and sustainable place to want to be part of
- A place to bring the grandchildren to enjoy
- Romsey would be a more interesting and varied place to live throughout my different life stages
- I will enjoy attractive and vibrant town, but historic character important and I do not support demolishing Crosfield Hall - a good resource
- We have to keep Romsey attractive and vibrant whilst preserving its heritage if businesses are to survive
- Because this is a holistic statement, covering Romsey as a whole, and including all segments of its population
- I want good quality shops like Bradbeers
- More investment into town - more variety of activities to partake in
- Wildlife corridors link us to wider landscape - improving ecosystem resilience for all!
- Improve the pathways

- More wildlife and greenery is positive for my wellbeing, will be good for tourism and encourage a healthy attitude
- I enjoy attractive walking routes
- Will be encouraged to take the sights in more
- Green spaces need tidying up
- Green space and wildlife areas and corridors are a top priority for me. These are essential to preserve our green planet for coming generations and to improve mental health and wellbeing for all
- If town is more attractive and visibly green then I am more likely to go in and spend money
- Everyone likes a pleasant space and will return more often
- I would love to see Dukes Mill connected to The Hundred

Community hub and green spaces that bring people together (across generations) - Why this is important to me

- A top priority - somewhere to join in activities, meet people and spend leisure time
- Outdoor space to relax/meditate etc. in
- Green spaces important for wellbeing
- A community hub and green spaces are important to me as I don't have my own garden and it is good for my mental health to be in green spaces and connect to my community
- A sense of community helps people to feel welcome and help them believe that they belong
- Place of Crosfield Hall is not necessarily in T.C.
- Agree with many positive statements. Will improve my usage of the area and be pleasant to visit and meet people
- More space for activities that I may be interested in to take place
- Community hub w. Business included brings people together across interests and generations - knowledge exchange, problem solving collaborations and thriving town
- I would love to spend time in the Hub/green spaces with my grandchildren
- A place for all generations to get together
- Somewhere for young and old to enjoy - places for youngsters lacking at the moment
- I would lift my spirits to see more people together - e.g. seeing someone wearing something hilarious
- Would help young people to feel involved and part of the community - feel welcome and involved
- Places for me and my children to enjoy and be proud of
- Would be nice to have space that feels welcoming to all age ranges and backgrounds
- Very important to me to mix with all generations
- Always a difficult balance to achieve the surrounding use are not very conducive to a comprehensive redevelopment with green credentials
- A community hub for more going on for my age group (30s) I'd be more likely to be actively included in Romsey

- I would like to have a vibrant community hub so that I can meet more people and do more things in Romsey

Well planned, connected accessible infrastructure (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists - Why this is important to me

- Easy access to all areas of the town for all to encourage visitors and maintain the vibrance for businesses
- Creating a resilient local economy - better for people and climate
- Need to support out independent traders and small businesses
- A busy town is a prosperous town and that's where I want to live
- Thriving businesses keep the town alive and keep young people local for employment and leisure (actually keep everyone spending locally)
- This will allow me to walk through Romsey most days and find it an uplifting exercise. Others need to share this feeling for years to come
- It's important to me because a lot easier to move around
- When limited on time, better to get to destination
- If the infrastructure is not put in place no other improvements will flow
- Improves time-efficiency travelling through Romsey
- Currently we have occasional gridlock so would like better flow
- Easier and safer to get around, as a pedestrian
- To be able to get into Romsey easily
- Improve bus station and keep it! Use it!
- Adapt or improve Crosfield Hall, retaining our history as this is part of our history along with all the other historic buildings
- Good public toilets are vital to any town centre to attract community shoppers/tourists etc
- Imp. to have a flexible hall as current one is well used and needs to be more useful
- It will be a safer brighter place to live
- Improve tourism, footfall, community cohesion
- I would enjoy spending more time in Romsey and would be able to participate in a wider range of activities
- This encompasses more than other proposals
- Increase communication for employment reasons and help more to encourage public transport usage
- Better transport infrastructure would make me choose Romsey over other places

Design the transport and parking with an integrated plan that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (parking, accessible, but still encourage bus use, especially by younger people) - Why this is important to me

- Cycling paths are important to me
- I would like to park and stride along better paths
- I'd be more active and happy
- I don't have a car and I want to be able to walk and cycle safely to more places
- Make cycling into Romsey easier
- Healthier lifestyle - improved wellbeing
- Can use my bike more often, maybe even to work and gym!
- I walk and cycle and want routes into town and countryside areas
- Will feel safer using designated cycle/walking routes
- Cater for parking requirements for long and short stay visitors
- If cars are restricted in T.C. then feasible, easy and cheap public transport must be available and very frequent
- Good to reduce traffic but cars are still important to residents and visitors so traffic needs to flow
- Important but has to be seen in the context of an overall redevelopment for the south of town district
- If this isn't right, nobody will use the new development
- A better and interesting town with cycling and walking
- An all-inclusive system would make sure people feel like they are being listened to
- Less traffic and pollution in town centre will make it more enjoyable to come into town
- Useful to move core parking out of town centre to reduce traffic
- Accessibility = resilient economy and community - future-proofing
- More time to explore the town and easier to move around
- Ease of access to the town and the impact of transport enables the social and business aspects to develop
- Public transport is important to me as I do not have a car. Increased transport would increase my employment options and better public transport would encourage usage. It is vital that public transport is cost effective for families...
- In the future I may be too old to drive and this will need improved public transport/safer pedestrian walkways
- When it's a wet day you don't want to get drowned in a deluge cos you can't get a bus
- Have a disabled hubby
- Making Romsey more accessible for me and my family especially for when get older
- Making transport easier for my son as he gets older i.e. college/work
- Catering for all needs with an emphasis on 'green'

Improved transport infrastructure to encourage a sense of community - with viable options for moving around - Why this is important to me

- I would like to feel more confident/safer cycling to/around Romsey
- Public transport is important to me as I do not own a car. It is vital that public transport be cost effective as opposed to using private vehicles
- Reduced car school runs
- I'd be more active (i.e. travelling to cheaper gyms etc)

- I would be able to participate in a wider range of activities and go more places
- Makes town accessible even if can't drive
- Could use the bus to get to Southampton/nearby places instead of the train
- I would love to feel safe walking in The Hundred
- To make the town safe
- Feels like there is already some sense of community so we need to encourage/grow this
- Good for everyone's health and wellbeing
- Getting around safely by foot and bike
- Feel safer cycling and walking and more areas accessible
- More chances to bump into people and build community/decrease loneliness
- It is needed so that Romsey can adapt to demand and remain to be a pleasant place to live and visit
- I would love to be able to walk around Romsey free from car fumes
- Moving around is an important part of daily life and should be carefully thought out
- Would make the town and walking routes more pleasant and safer for families
- I want to see reduced reliance on vehicle use
- Consider multi storey car park at Rapids with shared paths and mini shuttle bus into centre
- Better and nicer walking routes, I will be more likely to walk into town rather than drive

In Romsey there will be more green spaces in the town area that will enhance, protect and increase our natural environment, which includes the wild animals and plants - Why this is important to me

- Helps wildlife
- Urban wildlife is key to a connected landscape and reversing the declines in the biodiversity and ecosystem resilience which underpin society
- We need to get more connected with nature! So we value it more
- Great to see more nature and wildlife in town
- I want my family and town to do its bit to help and improve the wildlife
- Wildlife makes me happy!
- Wildlife, trees, flowers etc lift my spirits. Built up areas, traffic, noise lower my spirits
- Makes for a healthier lifestyle
- Healthier lifestyle somewhere my children to be proud to call home
- Green spaces improve wellbeing and happiness for all
- I love green spaces for that feel good feeling
- "Greening Romsey" got the most amount of post its on why it matters!
- Climate change is a big issue but no contribution is too small
- Something close to my heart to protect the environment and promote healthy ecology
- I want to help with environmental issues to help stop global warming
- Would love to have better green spaces right in the town to sit in, see wildlife and enjoy a break from the retail experience!

- A green Romsey is important to me to make the air cleaner and to co-exist better with nature
- Town more attractive, residents proud of Romsey
- I'm happy to help the environment
- I would volunteer to help environmental projects
- Green spaces will make the town more attractive
- I value the environment and this will help enhance and protect our natural wildlife
- I spend a lot of time in Romsey - happy to help environment
- It's the way forward!
- Protects the environment for future generations
- So my family can enjoy the countryside whilst staying in the town
- Green and renewable energy options for Romsey will keep it for generations to come as well as overall contributing to beating global climate crisis
- A top priority for me - essential for the future of our environment and for wellbeing of all, especially with increased pressure on land and with climate change putting pressure on wildlife
- I love green spaces in Romsey. Proud to be able to educate grandchildren and help them appreciate nature
- Important to future of children and grandchildren
- Better for the environment to save the planet - for the future
- Bringing green spaces into town helps children to connect with nature and continue with that relationship throughout life
- Makes me proud to live here
- Makes me want to stay local/shop local more than I do at present
- Makes me want to live in Romsey even more!
- Increases my house value
- We all live here! Plants, animals, it's our space.
- St John's House Garden, the canal path and the town allotments are very important to me. We need more spaces like these
- To connect Romsey with it's rural setting and avoid looking like the set of Bladerunner

ANNEX 3: THE 5 PRIORITY SUCCESS PROPOSALS THAT DID NOT GET PRESENTED TO THE COUNCIL

These proposals still form part of the recommendations but did not receive over 50% 'strongly support' votes so they were not worked on at the end of Day 4 in creating recommendations to the council. They still received strong support and will be recognised as such.

Table 13: Completed proposal poster for Romsey Town Centre

In Romsey we will reduce the number of vehicles in the town centre by half by 2025	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Out of town park and ride with transport/shuttle into town 2. Partial pedestrianisation of The Hundred (10-4) and investigate further pedestrianisation 3. Improve cycle routes and safe places to store bikes 4. Improve walking access 5. Weight limit on through traffic 6. Improve public transport links - stops, frequency, routes, number of buses 7. Address parking spaces in town centre 8. Marketing/comms 9. Research traffic and movement in town centre 10. Bus station/interchange - have something in the centre 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Council and Highways England • Chamber of Commerce and local businesses • Residents of Romsey and visitors • Surrounding villages • Bus service providers • All pedestrians including wheelchair users, prams etc. • Researchers and experts 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Smaller buses with disabled access (funding for) • Improvements to cycle and walking routes • Land for out of town parking and limited parking in town

What impact will it have?	
<p>Positive</p> <ul style="list-style-type: none"> • More attractive for shopping and socialising • Less noise and air pollution • Safer streets • Encourage more pedestrians 	<p>Negative</p> <ul style="list-style-type: none"> • May deter shoppers and visitors • Displacing traffic elsewhere
<p>What is success?</p> <ul style="list-style-type: none"> • 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Resistance from traders/residents
Timeline - how long will it need?	
<i>6 months</i>	<ul style="list-style-type: none"> • Feasibility study • Surveys
<i>1-2 years</i>	<ul style="list-style-type: none"> • Improvements to walking and cycle routes
<i>Longer term</i>	<ul style="list-style-type: none"> •

Table 14: Completed proposal poster for Romsey Town Centre

Make healthier living easier - design in more opportunities for healthy activities
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Improve cycle infrastructure 2. Green trails and green areas 3. Community gardens and promote growing own food 4. Sports facilities - improve existing facilities, affordable/free, welcoming and accessible to all 5. Wellbeing centre (incorporated into new community centre)

6. Communication strategy	
Who needs to be involved? <ul style="list-style-type: none"> Schools, community, local businesses NHS Media The closest residents, people/groups who currently use the facilities 	What resources are needed? <ul style="list-style-type: none"> Money Volunteers Public support Advertising Wellbeing centre Green roof/walls
What impact will it have?	
Positive <ul style="list-style-type: none"> Easier to get out and about Improved wellbeing, mental health through physical exercise Less strain on the NHS Social events and cleaner air 	Negative <ul style="list-style-type: none"> People living in area not happy with dev. Less-abled people feel victimised Conservation restraints People's busy lives restrict use
What is success? <ul style="list-style-type: none"> Happiness Enthusiastic residents Increased visitors Healthier population Better access to existing sports facilities 	What might constrain it? <ul style="list-style-type: none"> Areas not big enough Maintenance of green areas Money Not used Lack of motivation Lack of communication
Timeline - how long will it need?	
<i>6 months</i>	•
<i>2-5 years</i>	•

<i>Longer term</i>	•
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Table 15: Completed proposal poster for Romsey Town Centre

Attractive and diverse businesses and shops in flexible units with space for start-ups and local businesses to bring greater variety and more jobs	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Create a flexible, multi-functional building for community and business use 2. Create a plaza area by the stream 3. Develop Dukes Mill into an open space that is welcoming to young people 4. Make use of the old rugby club to create accessible parking for shoppers and workers 5. Encouraging people to move around the whole town centre by making access and walkways attractive 6. Ensure there are facilities for local enterprises - hireable space 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Public authorities and govt bodies (HCC + TVBC, Env. Agency) • Existing land/facility users and bus, taxi co. • Chamber of Commerce • Expert advisers • Universities 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Case Studies to get ideas and learning • Funding and investment e.g. development funds, community grants, innovation funds • Collaboration
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Supports a healthy business ecosystem: sustainable, dynamic • Supports community and wellbeing 	<p>Negative</p> <ul style="list-style-type: none"> • Increased traffic • Less town centre parking • Temporary disruption
<p>What is success?</p>	<p>What might constrain it?</p>

<ul style="list-style-type: none"> • People love it! • Good mix of businesses • Increased employment • Max. use of facilities (95%) • Future-proofing Romsey 	<ul style="list-style-type: none"> • Too successful - outgrows infrastructure • Too expensive for smaller businesses • Space • Political uncertainty
Timeline - how long will it need?	
<i>March 2021</i>	<ul style="list-style-type: none"> • Move parking to rugby club • Multi-storey/access to town • Redevelop Dukes Mill and improve the walkways around town
<i>5 years</i>	<ul style="list-style-type: none"> • Build new community/business hub
<i>Longer term</i>	<ul style="list-style-type: none"> •

Table 16: Completed proposal poster for Romsey Town Centre

Make Romsey the first truly green historic market town	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Define what we mean by a green market town - independent standard 2. Green badge scheme to incentivise businesses to go green 3. Require highest possible energy efficiency standards for: new buildings and renovations of existing buildings 4. Park and ride with electric (mini) shuttle buses to town centre 5. Create/improve wildlife corridors and green spaces including waterways 6. Limited pedestrianisation of The Hundred 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • Community groups/volunteers 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Green Town Standard

<ul style="list-style-type: none"> • Councils/local govt. • Nature agencies • Experts • Business community • Romsey Future 	<ul style="list-style-type: none"> • Money • Comms strategy/team • Renewable energy infrastructure • Nature strategy
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Attracting green business (reduced energy bills) • Reduced emissions • Better health • Reduced waste • Civic pride • More tourism and happiness 	<p>Negative</p> <ul style="list-style-type: none"> • May constrain deliveries • People may choose to go/shop elsewhere
<p>What is success?</p> <ul style="list-style-type: none"> • 1st truly green market town 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Resistance to change • Financial constraints • Lack of incentives • Political instability • Eco-standards not viable for historic buildings
<p>Timeline - how long will it need?</p>	
<p><i>6 months</i></p>	<ul style="list-style-type: none"> • Define and agree standard
<p><i>3-5 years</i></p>	<ul style="list-style-type: none"> • Achieve standard
<p><i>Longer term</i></p>	<ul style="list-style-type: none"> •

Table 17: Completed proposal poster for Romsey Town Centre

In Romsey we achieve 'Green Town' status by 2025	
<p>What actions need to happen to make it real?</p> <ol style="list-style-type: none"> 1. Research, develop and agree criteria and standards for green city status (thegreencity.com), sustainable goals 2. Research funding opportunities 3. Communicating the vision 4. Develop themes for standards: waterways, green spaces, biodiversity (flora and fauna), buildings (energy efficiency), traffic and air quality 5. Always recognise we are a historic <u>market</u> town, make more of existing green 'pit stops'/map them/Green Trail 	
<p>Who needs to be involved?</p> <ul style="list-style-type: none"> • The local community (schools, churches) • Local businesses/local environmental agencies with vested interests • National experts • Funders 	<p>What resources are needed?</p> <ul style="list-style-type: none"> • Environmental/cost benefit analysis for big picture • Resources to maintain and monitor standard
<p>What impact will it have?</p>	
<p>Positive</p> <ul style="list-style-type: none"> • Reputation - civic pride, local pride, national status • Community/social inclusion 	<p>Negative</p> <ul style="list-style-type: none"> • Costs - setting up and maintaining • Not achieving expectations/failure in not maintaining standards
<p>What is success?</p> <ul style="list-style-type: none"> • Tourism growth • A safe and attractive town 	<p>What might constrain it?</p> <ul style="list-style-type: none"> • Historical factors • Apathy • Funding • Lack of vision and time

Timeline - how long will it need?	
<i>6 months</i>	<ul style="list-style-type: none"> • Agree and set up standard
<i>1-2 years</i>	<ul style="list-style-type: none"> • See progress on all standard themes
<i>2-5 years</i>	<ul style="list-style-type: none"> • Completion



ANNEX 4: INNOVATION IN DEMOCRACY PROGRAMME SUPPORT & FUNDING

The Innovation in Democracy Programme (iIDP) is trialling the involvement of citizens in decision-making at local government level through innovative models of deliberative democracy. It is supporting three local authorities to open up a key policy decision to citizen deliberation, complemented by online engagement. iIDP is jointly delivered by the Department for Digital, Culture, Media and Sport and the Ministry of Housing, Communities, and Local Government.

Following an Expression of Interest process, the following local authorities were selected to be part of the Innovation in Democracy Programme:

- **Greater Cambridgeshire Partnership - Question:** How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?
- **Dudley Council - Question:** What can communities and the Council do together to make Dudley and Brierley Hill town centres places that are vibrant, welcoming, and somewhere we are proud of?
- **Test Valley Borough Council - Question:** How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?

Building Capacity, Skills and Learning

Part of the purpose of the Innovation in Democracy programme is for local authorities to learn about what is involved in putting together a citizens' assembly.

Test Valley Borough Council applied to be part of the Innovation in Democracy programme in order to further explore how participative and deliberative democracy can add value to, and strengthen, representative democracy. Based on a long term strategic commitment to work in a more place-based and collaborative way with local communities, the council wanted to test how a deliberative process such as a Citizens' Assembly could take the council to the next level in terms of its empowerment of local communities.

Officers from Test Valley Borough Council therefore worked alongside The Democratic Society in the development of the Romsey Citizens' Assembly. Their involvement in the Citizens' Assembly included:

- Working with The Democratic Society and the Sortition Foundation to develop a stratification criteria that worked for the Citizens' Assembly question,
- Development and design of the Citizens' Assembly Handbook give to each assembly member
- Development of a dedicated space on the Romsey Future website to reflect the work of the assembly
- Management of press, media and social media promoting the assembly,
- Liaison to recruit Advisory Group members, with advice from The Democratic Society on achieving balance,
- Following advice from the Advisory Group, securing speakers to give evidence to the panel,
- Undertaking logistics around assembly (e.g. printing and securing venues),

- Providing staff to support the assembly organisation on the day (e.g. timekeeping, observer liaison, live streaming)
- Providing expert witnesses to the assembly on key policy issues such as planning.

Furthermore, Test Valley Borough Council staff were trained in facilitation techniques by Involve ahead of the first citizens' assembly session as part of the Innovation in Democracy Programme's building capacity, skills and learning element. 4 table facilitators were selected to form part of the table facilitation team (2 per weekend). These table facilitators do not work directly on Town Centre policy or strategy.

Funding

Each participating area in the Innovation in Democracy Programme has support from the Democracy Support Contractor Consortium made up of Involve, The Democratic Society, mySociety and The RSA, as well as up to £60,000 to cover the costs of implementing citizens' assemblies and online engagement. The programme is being independently evaluated by Renaisi who will publish findings when the programme completes before the end of March 2020. The following is a broad breakdown of how the funds were spent on direct costs. In addition, it shows the breakdown of the £64.5K allocated to the Democracy Support Contractor Consortium.

Table 18: Breakdown of expenditure

Item	Cost
Assembly Member recruitment – invitation package and mail out; recruitment to stratification and initial on-boarding of assembly members	£9,800
Assembly Member honorarium & travel expenses	£19,000
Table facilitation / speakers / team accommodation, travel and subsistence expenses	£22,436
Stationery, equipment and printing	£791
Venue costs, parking permits	£6,992
	<i>Direct cost subtotal</i>
	£59,019
Setup, support & design	£25,980
Digital strategy & support	£4,680
Delivery & reporting	£33,840
	<i>Democracy support subtotal</i>
	£64,500
	TOTAL
	£123,519

ITEM 8 South of Romsey Town Centre Masterplan

Report of the Planning and Romsey Future Portfolio Holder

Recommended:

- 1. That the South of Romsey Town Centre Masterplan (as set out in Annex 1 to the report) be approved as a material planning consideration.**
- 2. That the South of Romsey Town Centre Masterplan be adopted to inform future development of land in the ownership of the Council;**
- 3. That the South of Romsey Town Centre Masterplan be used to inform policies for the emerging Local Plan.**

SUMMARY:

- The report outlines the process undertaken in the creation of the South of Romsey Town Centre Masterplan and seeks its approval as a material planning consideration and to use it to inform the emerging Local Plan and future development of land within the Council's ownership.

1 Introduction

- 1.1 The way we use our town centres has changed considerably in the past decade. With the increased popularity and dominance of online shopping, changing habits of customers, and the unprecedented impact of COVID 19 have meant that our town centres face significant challenges and need to adapt to these circumstances.
- 1.2 Romsey Town Centre has not experienced the impact as much as other towns. This is partly because of its historic attraction and the function and type of its businesses. However to put the town in a stronger position Romsey Future, working jointly with the Council, commissioned consultants to bring forward a Masterplan for the area South of Romsey Town Centre. The aim of this is to ensure that the town centre continues to have a strong economic function, both now and in the future, and to meet the needs of our residents and visitors.
- 1.3 Following significant public engagement and technical work a Masterplan for South of Romsey Town Centre has been completed and is recommended to Council for approval as a material planning consideration.

2 Background

- 2.1 In November 2013, a number of organisations working in Romsey came together to create the Romsey Future partnership. Romsey Future includes key partners such as the Town Council, Romsey and District Society, voluntary organisations and the Borough Council. Following a wide scale public consultation involving over 2000 people a strategy document was published in early 2016. It sets out the long-term strategic vision for the town. The Council, along with other partners in the town, formally signed up to the document.
- 2.2 The vision of Romsey Future is that *“over the next 20 years, Romsey will become a place of choice for the residents of small towns and villages in Southern Test Valley to come together. Romsey will thrive and grow, new communities will emerge and more people will visit the town centre. The town will retain its character as a relatively compact historic market town closely related to the countryside around it”*.
- 2.3 Romsey Future (RF) has helped to deliver a number of social and environmental projects for the benefit of the community. One project is to see a healthy town centre that meets the needs of current residents and their expectations for the future. One of the ways to achieve this is to develop a strategic vision for the redevelopment of the south side of the town centre.
- 2.4 The South of Romsey Town Centre (SoRTC) area is a main southern gateway into the historic town centre, but is largely dominated by car parking and the area known as the bus station. Existing connections to the town centre through the site are confusing, especially to new visitors so the aim was to integrate the area properly into the historic centre. The Crosfield Hall, located on the southern boundary of the town next to the bypass, is a well-used community facility. However, it is relatively isolated from the centre and orientated in way that has it's a back towards the town. It is also surrounded by a public car park. The hall continues to provide a function but is limited as a multifunctional space for a growing population and demand.
- 2.5 This area has previously been identified in the adopted Local Plan (2016) for potential future retail opportunities (see para 6.63). Whilst not a specific allocation or policy the local plan recognises the limited opportunity for future growth in the other areas surrounding the centre and that south of the town centre would be a preferred location.
- 2.6 Whilst retail is still an attraction for people visiting town centres the National Planning Policy Framework (2019) recognises that for their long term vitality and viability there should be a mix of uses including residential. The NPPF advocates the production of a positive strategy for the future of the town centre. The National Planning Practice Guidance, which supplements the NPPF, reinforces the need for flexibility to reflect changes in habits and patterns; the role of evening and night time economy; and recognises the importance of bringing together stakeholders to create a positive vision for the area.

2.7 The chosen approach for moving forward with the aspiration was through the production of a Masterplan. A Masterplan is a comprehensive plan that acts as a blueprint for the area through setting out principles for the way in which it will develop on a comprehensive basis. By creating a Masterplan it helps to ensure that the development and enhancement of the town centre progresses in tandem with housing and employment growth elsewhere in and around the town and meets our communities needs now and in the future.

2.8 Following a competitive tender process Nexus Planning and Perkins & Wills Architects were appointed to produce the Masterplan. Additional specialist advice regarding heritage, commercial and highways has also been sought. The initial public consultation on the Masterplan was carried out over September and October 2018. Borough Councillors, officers and RF, supported by Nexus Planning and Perkins & Will Architects, was able to engage with stakeholders and the wider community to establish what the vision for the area could be; what were the key aspects and issues for the area; and what could realistically be achieved. It is estimated that more than 1,500 people took part in the process. This included attending events and meeting a wide cross section of community groups as well as engaging with primary and secondary age school children. A series of 'walk and talk' events were also arranged. This phase of consultation culminated in a "Planning for Real" type workshop with more than 60 key stakeholders in December 2018. More details of the consultation are contained within the stage 1 consultation report. The headline messages were:-

- The character of Romsey must be retained and complemented in any future development coming forward;
- The waterway between Bradbeers and Dukes Mill is not currently utilised to its full potential;
- It is important that car parking remains easily accessible and available within walking distance of the town centre;
- Existing community facilities made available for public use are valued, including in the Crosfield Hall;
- A better variety of shops within the town would be supported by residents;
- Better pedestrian links throughout the whole of the area would improve the experience of anyone on foot;
- More trees and greening would help to improve the appearance of the area;

2.9 In addition to this consultation process the Council wanted to explore how to engage with the wider community rather than those who would usually engage through traditional consultation methods. In 2019 the Council was awarded funding and support from MHCLG and DCMS 'Innovation in Democracy Programme'. This involved piloting a Citizens' Assembly approach aimed to enhance participatory and deliberative democracy alongside representative democracy. This was one of only three pilots in the country. The Citizens' Assembly brought together a diverse group of 42 people, from across the area, to discuss the future of SoRTC. These recommendations have helped shape not only the Masterplan but also the next local plan and the forthcoming refresh of the Romsey Future Vision document.

2.10 The Citizens' Assembly was asked: "*How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?*" Over the course of two weekends, the Citizens' Assembly participants listened to a series of presentations from experts across a range of disciplines. The purpose of these presentations was to provide the participants with the knowledge required to make a series of recommendations. A group of facilitators then led them through a participative and deliberative process. The process was designed so that the group was able to receive and exchange information, to critically examine the issues at hand, and come to an agreement which would inform decision making. In response the assembly made a suite of recommendations of which the following have a specific connection to the SoRTC:-

- a) Make Romsey an **attractive, vibrant centre of excellence** including green spaces and wildlife corridors.
- b) **More green spaces** in the area to enhance, protect and increase our natural environment, which includes wild animals and plants.
- c) **Well planned, connected and accessible infrastructure** (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists.
- d) **Improved transport infrastructure to encourage a sense of community** – with viable options for moving around.
- e) **Community hub and green spaces** that bring people together (across generations).
- f) **Design an integrated transport & parking plan** that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (accessible parking, but still encourage bus use, especially by younger people).
- g) **Lots of things in town centre that are affordable and accessible for all** which everyone living in Romsey knows about and can take part in.

2.11 The stage 1 consultation and the Citizen Assembly process established the draft Masterplan proposals. These were consulted upon in February and March 2020 and continued the wide consultation and engagement process which have been a core running through the Masterplan process. More details of the consultation are contained within the stage 2 consultation document. The key messages were:-

- Retain the character of Romsey
- Retain the facilities provided by the bus station
- If Crosfield Hall is not retained, adequate community facilities need to be provided
- Ensure pedestrians and cyclists have priority
- Provide more greenery

2.12 As a result of this feedback the proposals were further refined especially with regards to the location and enhancement of the bus station. The proposed Masterplan is attached at Annex 1 along with three separate supporting documents; a baseline report (Annex 2) and a stage 1 (Annex 3) and stage 2 consultation report (Annex 4). The proposals within the Masterplan have been phased into short, medium and long term deliverables.

3 Corporate Objectives and Priorities

- 3.1 The Council's Corporate Plan 2019-2023 'Growing our Potential' highlights the once in a generation opportunity to respond to the changing face of the high street. Creating places where people live, shop, work and spend their leisure time in an attractive environment. To best achieve this requires working with external bodies through the Romsey Future partnership.
- 3.2 Romsey Future 2015 to 2035 identifies a number of ambitions for the town. Like many market towns its principal offer is to be a place where people come and meet. However, as the town develops and its population changes, it is necessary to look at what will be needed, not just now but in the future, both in terms of amenities and the future provision of services. This ambition is being progressed through the South of Town Centre project.

4 Consultations/Communications

- 4.1 Community engagement has been at the centre of the SoRTC project as evidenced by the supporting documents to the Masterplan. As the project has progressed the Masterplan has evolved in light of the comments received and further discussions with key partners such as Hampshire County Council. The final proposals have also received the support of both the County Council and bus operators. Discussions have also continued with key landowners including representatives of Aldi who are keen to remain a presence within the town and bring forward a store that better meets their future needs.

5 Options

- 5.1 The principal consideration for the Council at this stage is whether or not to adopt the Masterplan as a material planning consideration. To inform that decision the following section of the report appraised the key issues which have been considered. The supporting documents to the Masterplan summarises all the points raised.

6 Option Appraisal

- 6.1 The creation of a Masterplan is a standard planning tool to help secure redevelopment of an area. By creating a Masterplan it establishes a framework for future proposals coupled with articulating clearly an ambition for development. Producing a document that achieves this sits squarely with the aspirations contained within the Corporate Plan and the Romsey Future vision document. The approval of this Masterplan is seen as a way to attract investment into the area and act as a catalyst for its redevelopment.
- 6.2 In not having a Masterplan in place it would hinder the ability to secure a well-planned co-ordinated redevelopment. It would restrict the opportunities for seeking external funding because of the lack of a clear vision and delivery vehicle for the area. As part of this exercise officers have visited comparable towns who have Masterplans in place. Having an approved Masterplan helped those authorities secure investment from other Government agencies as well as making it clear to the commercial sector the requirements of any future development.

- 6.3 The connection between the Masterplan and the forthcoming local plan is key. By reflecting the principles within the local plan it provides greater weight as part of determining future planning applications; it provides a more robust position to deliver the aspirations of the Masterplan; and it reinforces the Council's commitment to bringing forward the scheme. The Council are in the process of drafting the next local plan and have consulted upon the refined Issues and Options document over the summer. This document recognises the role that the town centre Masterplan will play and that this will be complemented by specific policies within the local plan. The Masterplan also has wider strategic planning benefits in helping to meet the Borough's future residential and employment requirement which can be reflected in the local plan. The combination of both the local plan and Masterplan provide a strong basis to guide development through the planning process.
- 6.4 To provide further weight to the Masterplan it is proposed that in the near future the document will be made into a supplementary planning document. In order to do this it will require the need to follow a specific regulatory process. By doing so it will help co-ordinate policy and requirements of planning obligations as well as reinforce those design principles and key issues.
- 6.5 Given the time span which the Masterplan covers there may be other external factors which will need to be considered when moving forward with the redevelopment (e.g. quantity of public car parking). To future proof the Masterplan has meant that flexibility and resilience has needed to be built into the proposals. This allows for a degree of adaption to the Masterplan if justified.
- 6.6 To achieve the range of uses and benefits to meet the needs of a growing town at the right time will require careful planning and phasing. Inevitably in achieving the vision for the site it needs to be balanced with what uses can be best achieved as well as the viability of the scheme. In considering what uses could be delivered as part of the Masterplan RF and the Council has had the benefit of high level commercial advice. This has helped shape the proposed uses and reinforces that the Masterplan is both aspirational and deliverable.
- 6.7 The nature of the Masterplan is to provide the principles to guide future development in terms of locations, design and uses. There will still be the need for more evidence and technical studies to help inform the development as it comes through the planning application(s). Some of this is already underway such as the review of the Romsey Conservation Area and traffic modelling. The proposals have been created in a way that is mindful of adjoining land uses. However as this is a high level Masterplan it would be a matter for the planning application process to consider any material issues relating to neighbouring land uses.

- 6.8 Successful delivery of the Masterplan will be at risk from a number of factors some of which will be beyond the scope of the Council to control. The short and medium term proposals of redevelopment and environmental improvements all fall within the Council's ownership and therefore help reduce the risk to non-implementation. The later stages involve land under the ownership of Aldi Supermarket. Discussions with Aldi have been positive and they have expressed a keenness to remain within the town. It will be necessary to continue the discussion as the project moves into the delivery phase. The lease hold arrangements of the units above the existing Aldi store do add a level of complexity to potential delivery. Should it not prove possible to resolve and the Aldi supermarket is to retain in its current location the Masterplan includes an alternative option.
- 6.9 The implementation of the public realm and highway improvements outlined in the Masterplan will require the securing of funding from a variety of sources. This includes the use of Community Infrastructure Levy and Section 106 obligations. The Planning White Paper (August 2020) proposes an alternative to the current practice with the introduction of an 'Infrastructure Levy'. It is too premature to know whether this funding mechanism will be introduced, how it will be implemented and if this will have an impact on delivery. It will be necessary to keep this under review.
- 6.10 Officers will also seek external funding wherever possible (e.g. from the Local Enterprise Partnership) to help bring forward the public realm and environmental improvements. The early enhancements can act as a catalyst for attracting third party investment for the later elements of the proposal. The delivery of the proposals will be dependent on the Council working with the commercial sector and other third parties.
- 6.11 The RF vision document and local plan both recognise the future potential of the south of the town centre. As such the geographic scope of the Masterplan is limited to that area. However, both RF and the Council fully recognise that the area cannot be seen in isolation and should be seen in the context of existing adjoining land uses, any future aspirations of neighbouring land owners, as well as wider developments which have and will come forward in Romsey, particularly the new community at Whitenap.
- 6.12 The area of SoRTC is dominated by car parking and makes for an unattractive southern gateway to the town centre. The areas of car parking and highway make it difficult for pedestrians to orientate and navigate themselves towards the town centre. The proposals within the Masterplan identify those opportunities for the SoRTC area to create a better and easier connection with Bell Street, the Corn Market and The Hundred as a result of the enhanced pedestrian links, way finding and public realm improvements. This would complement the existing enhancements that have recently been put in place.

- 6.13 In learning from other towns a key to their successful regeneration was the creation and reinforcing of the connections and relationships between areas. To help illustrate this layouts and artists impressions of how the areas could look have been included. The redevelopment of the SoRTC should not be seen as competing with the existing historic core of Romsey but as complementing what is already on offer. The Masterplan envisages a range of uses and environmental enhancements that will encourage people to visit and stay in the town. In this way it will help support the whole of the town centre.
- 6.14 The Masterplan retains approximately the same number of public car parking spaces throughout the stages of redevelopment. This has been achieved through careful phasing. It is necessary at this stage to retain the same level of car parking in order to help support the economy of the town centre and to recognise the large rural catchment which Romsey serves and where public transport is not a feasible option. However, with the increased awareness of climate change, and the possible change in people's behaviour, it may result in a decreased requirement for spaces. There are too many variables to be able to forecast future demand for public car parking spaces with any accuracy. To account for this the Masterplan proposes a decked parking structure which allows for easy construction and dismantling depending on need.
- 6.15 The feedback received during the consultation and the recommendations from the Citizen Assembly highlighted the importance of having safe and convenient access to public transport. As a result of this feedback the proposed relocation of the bus stops have been amended from the initial proposal of being situated on Broadwater Road to a dedicated public transport hub adjoining the existing bus station. Having an enhanced facility retained in a central location will assist those members of the community who rely on public transport, may encourage more sustainable modes of travel and better serves the whole of the town centre. This amendment has been supported by Hampshire County Council, as highway authority, and the bus operators that serve the town.
- 6.16 In considering what uses could be delivered it is necessary to evaluate future demand and consider how this could best meet the needs of our residents. A key area for evaluation is that of the Crosfield Hall site and the function that it provides. The Crosfield Hall continues to provide a community facility for a range of public meetings and group activities. There have been comments wishing to see its retention especially given that it has been a venue for a long period of time. However, the Crosfield Hall is limited in the range and types of activities that it can host because of its size and internal layout. The buildings location within a public car park makes pedestrian access difficult and its orientation prevents greater connection with the town centre. In addition as the events at the venue attract such a wide catchment of people it raises the issue of whether a town centre location is required and if those driving to attend the hall result in an impact on the availability of public car parking spaces.

- 6.17 The Masterplan carefully outlines the phasing of the proposals and makes clear that any redevelopment of the Crosfield Hall site would only occur once alternative provision has been delivered. The Council is undertaking a review of all community groups and facilities within the town and surrounding area with a view of better understanding the availability and demand in the future. This will help inform the specification and location of any future facility, recognising that the Masterplan does identify the possibility of a smaller community facility within SoRTC to complement any future larger facility. Where that facility will be located would be a matter for the local plan process.
- 6.18 The approval of the content of the Masterplan represents an opportunity to clearly set out the aspiration for a mixed use scheme and deliver on the aspiration of Romsey residents following comprehensive public engagement.

7 Risk Management

- 7.1 An evaluation of the risks indicate that the existing controls in place mean that no significant risks have been identified in relation to the recommendations contained within this report. As the project moves towards the delivery of each phase there will be specific risks that the Council will need to consider and mitigate. At this time it is too premature to undertake this level of risk evaluation.

8 Resource Implications

- 8.1 The Council meeting of 26 June 2019 agreed a budget for both the Andover and Romsey Masterplans'. This was funded from the New Homes Bonus. The completion of this stage of the SoRTC project has been undertaken within budget. The recommendations within the report do not cause an additional resource pressure that cannot be absorbed through the existing budget or through the existing local plan budget. As the project progresses to delivery any resource implications, both staff and financial, will need to be considered at that time.

9 Legal Implications

- 9.1 The Masterplan is proposed to be a material planning consideration. It is not, at this stage, to be classed as a supplementary planning document as its production and consultation has not followed the necessary regulatory steps. This document still has material weight in the planning process and provides a springboard for work to commence on seeking funding to facilitate the proposed first phase of public realm improvements. It also helps support the drafting of the next local plan.

10 Equality Issues

- 10.1 The Masterplan has been produced having engaged with a wide range of the community and the proposals informed by the outcome of those conversations. The EQIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken.

11 Other Issues

11.1 Sustainability and Addressing a Changing Climate.

11.1.1 Running through the Masterplan are the principles of sustainable development and resilience to the future effects of climate change. These are outlined within specific section of the document (see section 5 of the Masterplan).

11.2 Property Issues.

11.2.1 The Council is the main landowner of the area within the Masterplan. The Crosfield Hall is within Council ownership and legal advice has confirmed that there are no restrictions requiring its retention. There are leasing arrangements with regards to the taxi office. These would not prevent the proposals within the Masterplan from coming forward.

11.3 Wards/Communities Affected.

11.3.1 The site is located within Abbey ward however the proposals would benefit all Romsey residents and those of surrounding areas who choose to visit the town.

12 Conclusion and reasons for recommendation

12.1 The proposals drafted were influenced by the views of our communities; technical evidence and specialist advice; and understanding best practice from other comparable town centres that have successfully undergone a process of change.

12.2 The approval of the South of Romsey Town Centre Masterplan would enable the Council to deliver on the aspirations of both the Corporate Plan and the vision of Romsey Future. The Masterplan puts in place the framework for bringing forward development and environmental improvements that help support the future of the town centre.

<u>Background Papers (Local Government Act 1972 Section 100D)</u>			
Romsey Future Vision document (2015)			
Test Valley Revised Local Plan (2016)			
Test Valley Refined Issues and Options (2020)			
<u>Confidentiality</u>			
It is considered that this report does not contain exempt information within the meaning of Schedule 12A of the Local Government Act 1972, as amended, and can be made public.			
No of Annexes:	4	File Ref:	N/A
(Portfolio: Planning and Romsey Future) Councillor N Adams-King			
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Report to:	Council	Date:	2 September 2020

Romsey Future

South of Town Centre Masterplan

South of Romsey Town Centre Masterplan Report

August 2020





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ACKNOWLEDGEMENT

To be provided at a later date

FOREWORD

To be provided at a later date

1 INTRODUCTION



Purpose of the Report

1.1 This report has been prepared on behalf of Romsey Future and Test Valley Borough Council (TVBC) by Nexus Planning working with Perkins & Will, Alan Baxter Associates and Vectos, to undertake a wide-ranging consultation exercise and prepare a Masterplan for the area described as 'Land South of Romsey Town Centre'.

1.2 The purpose of this report is to:

- Identify a strategic vision and Masterplan proposals to transform the Land South of Romsey Town Centre. These have been developed through extensive consultation with the local community and other stakeholders;
- Ensure the key sites coming forward for development fit together coherently and contribute to future proofing Romsey as a healthy and sustainable place to live, work and visit;
- Provide guidance for developers, landowners and citizens;
- Contribute to the evidence base of the Next Local Plan and be the basis for a Supplementary Planning Document to follow; and
- Provide a focus for work with key partners, including with businesses, community service providers, community groups and public transport organisations.

1.3 This report builds on a programme of analysis and consultation undertaken by the project team and supported by Romsey Future and TVBC. This report should be read in conjunction with the following supporting documents:

- South of Romsey Town Centre Masterplan: Baseline Report (Nexus Planning, October 2018);
- South of Romsey Town Centre Masterplan: Stage 1 Consultation Report (Nexus Planning, November 2018); and
- South of Romsey Town Centre Masterplan: Stage 2 Consultation Report (Nexus Planning, July 2020).

1.4 The genesis for the Masterplan sits with both the Council's adopted Local Plan and the Romsey Future vision document. Both documents recognise that the town's population will grow and that there is a need to provide facilities within the town centre to meet current and future demand.

1.5 TVBC is in the early stages of the preparation of the Next Local Plan for Test Valley. The Next Local Plan will establish the type, amount and location of new development that will be planned for in the Borough over the plan period and the policies for managing new development. It is envisaged that the principles and proposals of the South of Romsey Town Centre Masterplan will be absorbed into the Next Local Plan as its preparation is progressed.

1.6 Part of the context for the preparation of the Masterplan is the new housing developments which are coming forward in Romsey, particularly the housing allocation at Whitenap. The allocation area is located south east of Romsey and 1,300 homes are proposed. A planning application is expected to come forward in 2020. If the development proceeds, it will increase demand for town centre retail, services and amenities. It is important that any future planning application ensures that appropriate links between Whitenap and Romsey Town Centre are incorporated.

1.7 The Masterplan has been finalised at a time when concern around the environment and health is at its highest. A 'Climate Emergency' has already been declared by Test Valley Borough Council. It is also a time when ongoing economic uncertainty continues to put pressure on the UK's high streets and town centres. The Masterplan has therefore been shaped and informed by these factors, as well as the need for all plans to be flexible and adaptable.

1.8 The South of Romsey Town Centre Masterplan process has revealed key opportunity sites within the Study Area together with guidelines for their redevelopment. The Masterplan options have been derived through stakeholder consultation including land use, massing and design considerations. It is intended that this approach ensures that each site supports the retention of the town centre's character, and resilient and sustainability conscious proposals, as well as economic vitality.

1.9 The recommendations for key opportunity sites set out in the report are underpinned by urban design analysis, feasibility considerations and analysis of development constraints to ensure that they are deliverable. As highlighted above, a Baseline Report has been prepared as part of this commission which forms an important part of the evidence base.

1.10 The opportunity has also been taken to consider the physical, economic, accessibility and community linkages across the wider area, including to Romsey Railway Station to the north east of the town, and The Rapids Leisure Centre to the south east.



Romsey has a rich heritage and vibrant town centre

Methodology

1.11 A two stage process has been engaged in the preparation of the Masterplan for land south of Romsey Town Centre, the culmination of which is reflected in this report. The two key stages have comprised:

Stage 1: Visioning

1.12 Stage 1 was about setting the scene for the Masterplan and speaking to as many people as feasible about what they want to see in the future for the south of Romsey Town Centre area. In the first instance, a Baseline Report was prepared that allowed the consultant team the opportunity to familiarise themselves in detail with the area. The Baseline Report acted as a one stop shop for much of the background information needed to inform the preparation of the Masterplan.

1.13 Next, a series of consultation and engagement events were held (including walking tours and school workshops), and consultation post-cards were distributed to households throughout Romsey, giving local residents the opportunity to comment about what their vision was for the area. The feedback received was summarised in the Stage 1 Consultation Report, analysed, and the key themes identified.

Stage 2: Masterplan Preparation

1.14 In Stage 2 the consultant team honed in on the themes that emerged through Stage 1 Consultation. A workshop was held with key members within the community, during which a 'Planning for Real' exercise was carried out. Workshop participants were able to work in groups to create their own Masterplan for the area. Shared ideas across the groups were identified. This process of identification was integral to the Masterplan options that were formulated.

1.15 Stage 2 also involved meetings with landowners and other stakeholders, and high level and informal discussions with developers to understand the development community's perspective. Finally, Stage 2 culminated in a public exhibition to showcase the Draft Masterplan Options and receive community feedback. The feedback received was summarised in the Stage 2 Consultation Report, analysed, and key changes were made to the Masterplan to reflect views that could be incorporated.

1.16 This Final Masterplan has been prepared taking into consideration the comments that were made throughout the consultation process from members of the public, TVBC Council Officers, Hampshire County Council (HCC) Officers, bus operator representatives and other key stakeholders.

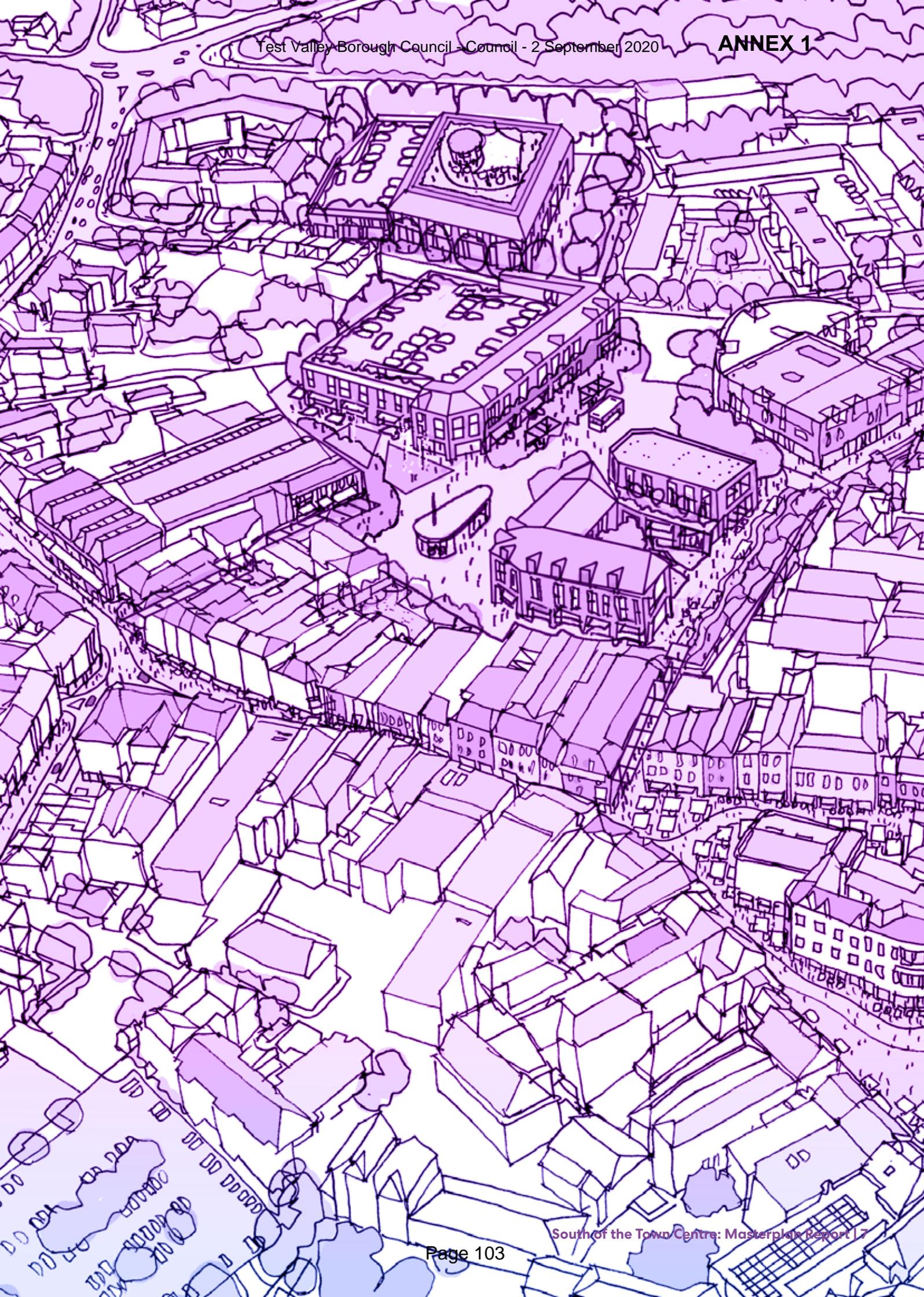
Citizens' Assembly

1.17 In addition to the planned two stage approach to preparing the Masterplan, in May 2019 the Government launched a pilot programme called Innovation in Democracy. Test Valley Borough Council was one of three local authorities from across the country selected to arrange a Citizens' Assembly as part of the pilot, and the south of Romsey Town Centre was its focus. The outcome of the Citizens' Assembly was a set of recommendations for improving the area, and these recommendations influenced how the final Masterplan has emerged.

Structure of the Report

1.18 The remainder of this report is structured as follows:

- **Section 2:** Masterplan Context
- **Section 3:** The Vision: Resilient Romsey
- **Section 4:** The Masterplan
- **Section 5:** Design Guidelines
- **Section 6:** Delivery
- **Section 7:** Next Steps



2 | MASTERPLAN CONTEXT

Introduction to Romsey

2.1 Romsey is a compact market town in southern Test Valley in Hampshire. The town is home to over 19,500 residents and is located 11 kilometres northwest of Southampton.

2.2 Romsey Town Centre has a unique history, benefiting from medieval architecture, and has numerous heritage listed buildings. The town's Abbey, in particular dates back to 907 AD, and creates a stunning backdrop for the town. Romsey Town Centre serves both its residents and those of its immediate rural catchment as a shopping, service and business destination. Romsey is set apart from other immediate town centres by its historic character. In addition, the mix of town centre uses and the high proportion of independent shops and services has a positive effect on its viability and vitality.

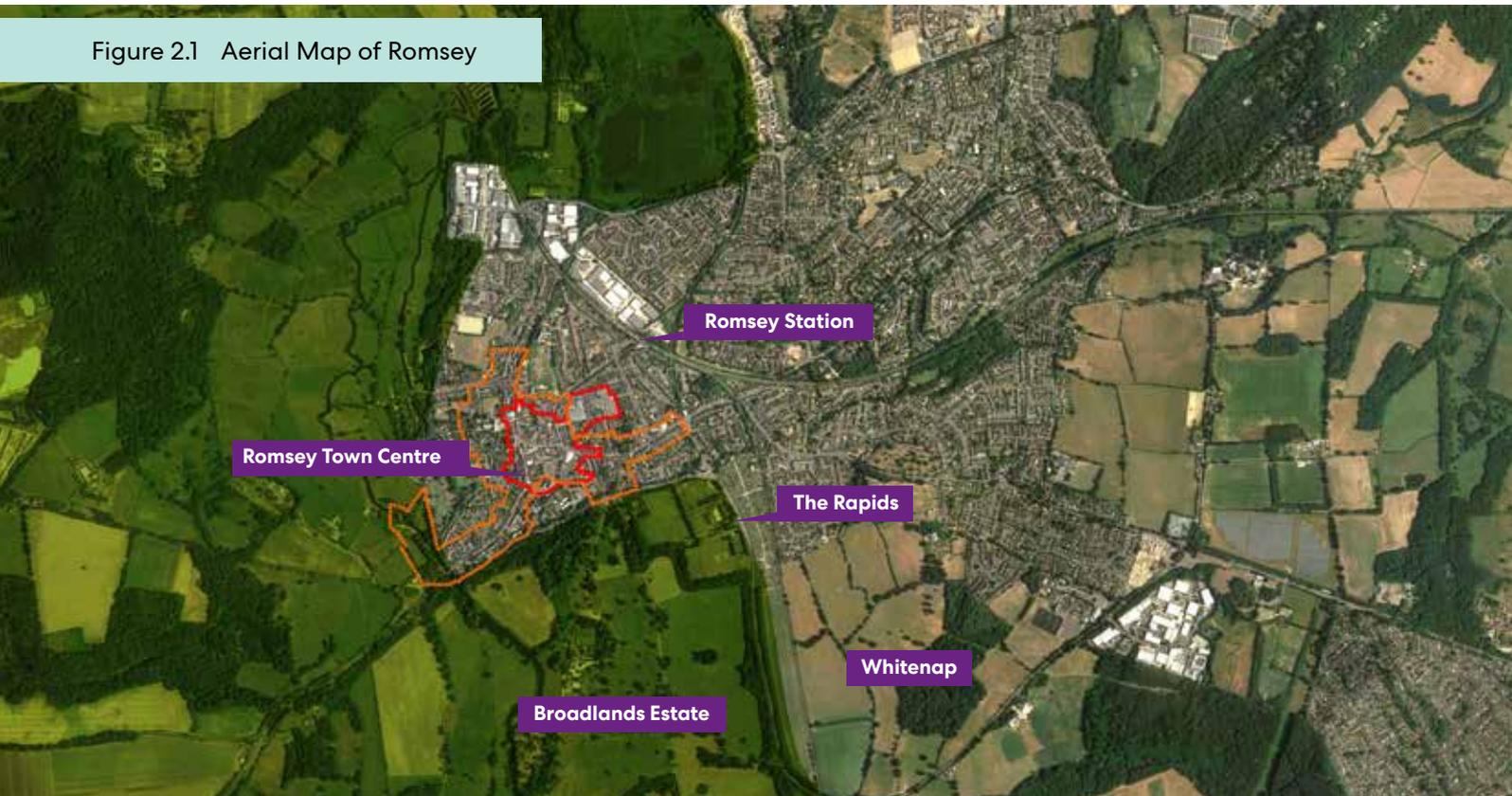
2.3 The core town centre area is comprised of The Hundred, Bell Street, and Church Street. The Hundred is

the main shopping street, providing a mix of food stores, clothing stores, restaurants and an Aldi supermarket. The other main food supermarket is Waitrose, which is located with pedestrian access from Latimer Street. Outside of the town centre are additional community facilities such as the leisure centre and swimming pool at The Rapids on Southampton Road.

2.4 Romsey is classed as a 'major centre', making it one of the most important settlements within the County. The area is predicted to grow, as a result of the number of planning permissions and allocations, the largest of which is the Whitenap site, which is allocated for 1,300 new homes, as well as employment and community facilities. Figure 2.1 provides an aerial view of the area.

2.5 Further background information about the area is contained within Supporting Document A, the South of Romsey Town Centre Masterplan: Baseline Report (Nexus Planning, October 2018).

Figure 2.1 Aerial Map of Romsey



Conservation area (proposed boundary changes in review) Town Centre Boundary

Romsey Future

2.6 Romsey Future is an exciting project that aims to safeguard the town's future as a vibrant and thriving market town, interacting with its surrounding communities.

2.7 Formed in 2015, Romsey Future set out a long-term vision for Romsey to 2035. The project is an active partnership of many groups, businesses, and organisations working together to build consensus and deliver on shared ambitions. Romsey Future work together to deliver projects, to attract funding, and to guide future policies and strategies. The south of Romsey Town Centre Masterplan was born out of a wider review undertaken by Romsey Future, which included an opportunity to 'Develop a strategic vision for the redevelopment of the south side of the town centre'. The Masterplan is just an important step to realising the opportunity.

2.8 At paragraphs 6.63 and 6.64, the adopted Local Plan also makes reference to the opportunities that exist for additional retail provision within the southern part of Romsey Town Centre. Paragraph 6.63 states that 'the Council will consider favourably proposals for additional retail development, including extensions, in the town centre. Taking account of constraints, the southern side of the town centre may provide potential.'

2.9 At inception, Romsey Future produced a vision and a set of principles to guide the work they would undertake within the town. The vision states:

Our town, our future 2015-2035

"Over the next 20 years, Romsey will become the place of choice for the residents of small towns and villages in Southern Test Valley to come together. Romsey will thrive and grow, new communities will emerge and more people will visit the town centre. The town will retain its character as a relatively compact historic market town closely related to the countryside around it."

2.10 Romsey Future's principles are:

- Be ambitious when thinking about the future opportunities for Romsey;
- Be committed to working in partnership to move forward our shared ambitions;
- Be sustainable when developing our ideas;
- Be inclusive by bringing together all of our communities within Romsey;
- Be proud of what we achieve for our town.

2.11 Throughout the Masterplan process, the consultant team has been led by Romsey Future's vision and principles and has met regularly with Romsey Future to report on progress and take direction. Romsey Future expect to undertake a refresh at the end of 2020, including reviewing their Vision and Principles. The delivery of the Masterplan is expected to become a key priority for Romsey Future over the next 10 years.



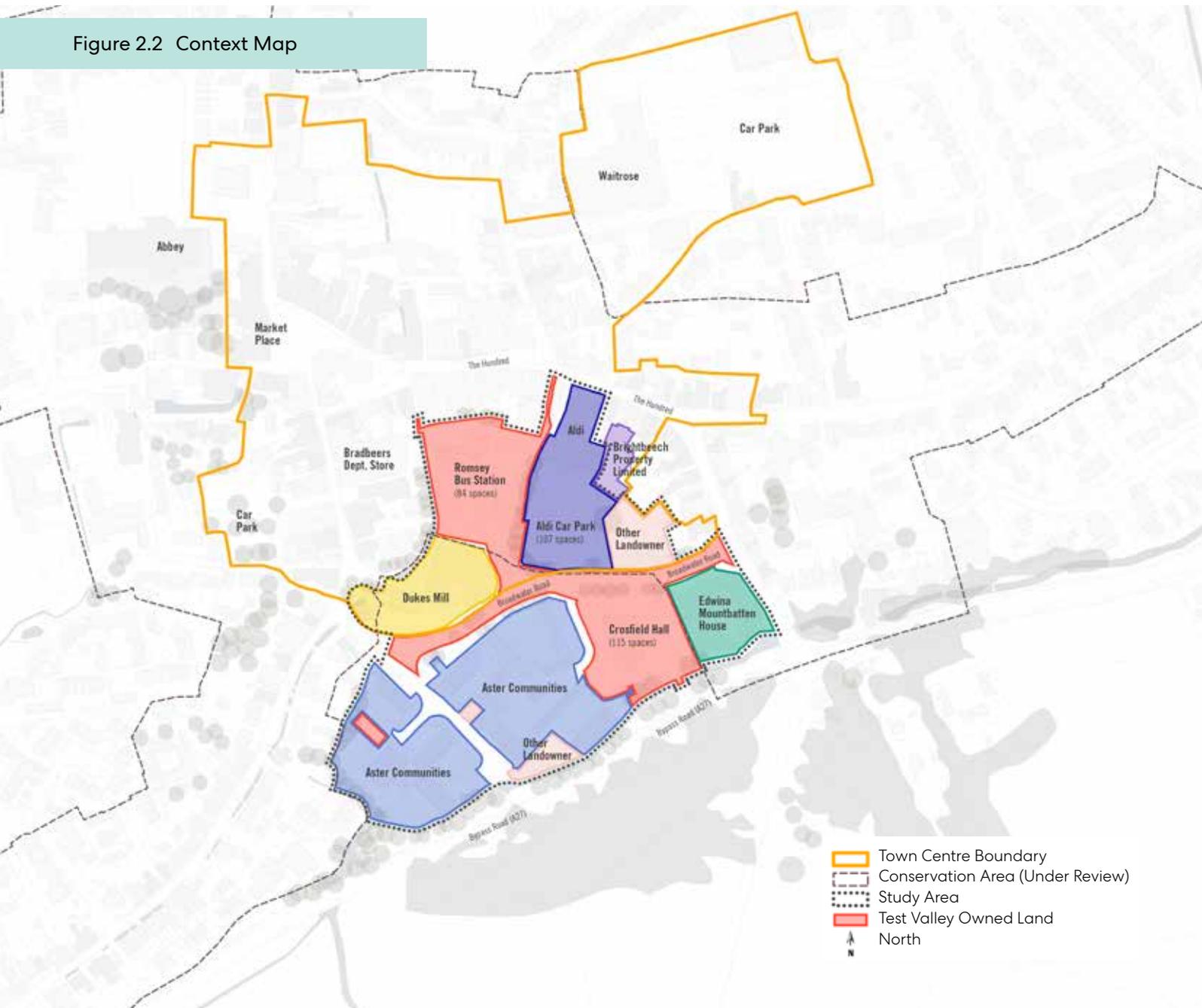
Romsey Future Strategy

Area South of Romsey Town Centre

2.12 The area to the south of Romsey Town Centre and the focus of this Study, is the area shown in Figure 2.2 – Context Map. The area is comprised of a variety of landholdings, the primary of which is the TVBC owned Crosfield Hall, Broadwater Road, and the Romsey bus station and associated facilities. The Study Area also incorporates Dukes Mill, the Aldi store and car park, Edwina Mountbatten House, Brightbeech Group

landholdings adjoining Aldi, Broadlands Eastwood Court and the Aster Housing Estate. The Study Area is not intended to reflect an area where development is proposed or where the landowner is promoting development, but shows important landholdings that have a bearing on the Masterplan. Throughout the Masterplanning process, there has been no fixed area boundary for discussions, meaning that some landholdings have been included or excluded as the process has progressed. Not all of the landholdings

Figure 2.2 Context Map



have been taken forward in terms of the Masterplan proposals.

2.13 The Context Map also highlights relevant designations including the Romsey Town Centre boundary and the Conservation Area. The town centre boundary dissects the Study Area, incorporating the land parcels on the northern side of Broadwater Road. The Conservation Area boundary, which currently excludes Crosfield Hall, Aster Estate and Dukes Mill, but includes the Aldi and bus station sites, is under review. The Bypass Road forms the southern boundary of the Study Area.

2.14 The Study Area is partially included within Romsey Town Centre boundary. The area is important to the success of Romsey, forming the gateway to the town centre when approaching Romsey from the south. For the most part however, the area is comprised of a sea of car parking, is difficult to navigate as a pedestrian, cyclist, or newcomer to the town, and is unappealing to the eye. The bus station, whilst well located, is dated, is

larger than current usage requires, and is inefficiently designed for both bus drivers and passengers.

2.15 Notwithstanding the domination of the area by car parking, there are some attractive landscape features in the area including Fishlake Stream, Tadburn Lake and the line of trees separating the bus station car park and the Aldi car park. Other mature trees can be found along the edge of the Aldi car park and along Broadwater Road and there is a TPO tree on the eastern edge of the Aldi car park. These features provide an important visual break from the remainder of the built environment. The Broadlands Estate registered historic park and garden, to the south, is close to the site in terms of location, but is separated by the Bypass, which forms a barrier between the town and Broadland's extensive grounds.

2.16 Whilst it is important that the Study Area continues to operate as a functional part of the town centre, the area would benefit from a range of interventions to improve the facilities and experience for users.



Fishlake Stream, one of Romsey's many water courses within the town

The Key Sites

2.17 As part of the Masterplan, sites that have emerged as specific opportunities for some form of development have been identified. The key opportunity sites are described in more detail below. This does not preclude other sites coming forward in the future as momentum builds.

The Bus Station Site	
Land Ownership	Freehold – Test Valley Borough Council
Uses	Bus station, highway, car parking (84 car parking spaces) including disabled parking, servicing lane for shops within the town centre, W.C., taxi office, small TVBC office.
Size (Area)	6,352 sq m
Description	<p>The Bus Station Site is located in the northwest corner of the Study Area. North of the site are a series of shops predominantly with frontage to The Hundred, to the east is the Aldi car park, and to the south is Dukes Mill. The eastern edge of the site is bordered by the waterway, beside which Bradbeers Department Store, the Romsey Baptist Church and a series of shops are located. The site is linked to The Hundred by two pedestrian walkways, and to Bell Street via a walkway to the south of Bradbeers.</p> <p>In addition to the uses described above, a recycling point is located within the site in the northeast corner that, while conveniently located, does not provide an attractive entrance to the area for pedestrians entering from Stirling Walk.</p> <p>The Bus Station itself is comprised of a bus loop with five standard bus shelters. North of the bus loop, a brick building houses public toilet facilities at the western end, and taxi and Council civil enforcement officer offices at the eastern end.</p>



Aldi and Aldi Car Park	
Land Ownership	Freehold – Aldi Stores Limited Leasehold – The Southern Electricity Board Leasehold – ADP Dental Leasehold – Altemont Asset Management Leasehold – Charterex (9 residential units)
Uses	Aldi store (1,640 sqm), car parking (107 car parking spaces), dental practice, office, and residential
Size (Area)	5,686 sq m
Description	<p>The Aldi store and associated car park are the main uses on this site. The Aldi is back to front, with the store entrance located at the southern end of the building, slightly below ground level, with a ramp and stairs allowing access from the dedicated Aldi car parking between Broadwater Road and the Aldi store itself. The unit once did have an access from the Hundred, but this access has not been made publicly available for many years. The other units within the building including residential units above, are accessed from the Hundred.</p> <p>The Aldi store, at 1,640 sqm, is smaller than the standard layout for a typical Aldi store.</p>



Dukes Mill	
Land Ownership	Freehold – Evolve Estates Leasehold – various
Uses	Shops at ground level, residential above
Size (Area)	4,189 sq m
Description	<p>Dukes Mill is located towards the south west part of the Study Area, on a prominent corner north of Broadwater Road, and with frontage to the bus station and the Fishlake Stream. The development is comprised of two sections with the original building (early 1970s) backing onto Broadwater Road, and a newer extension (2003) with refacing of the façade fronting the bus station and extension to the south east. Both parts of the building are c. three storeys.</p> <p>Dukes Mill contains a mix of uses comprised of residential above ground and seven retail units at ground level. Smaller retail units front the Fishlake Stream, while two large units (Pets at Home and the Factory Shop) front the bus station and Broadwater Road.</p> <p>An area of public realm is contained between Dukes Mill and the Fishlake Stream, linking the bus station with Bell Street, further to the west. The thoroughfare is currently not utilised to its full potential, and the retail units suffer as a result.</p>



Crosfield Hall	
Land Ownership	Freehold – Test Valley Borough Council
Uses	Community hall facility and car parking (115 car parking spaces)
Size (Area)	4,763 sq m
Description	<p>Crosfield Hall is located south of Broadwater Road and north of Tadburn Lake and the Bypass. To the east and west, the site adjoins Edwina Mountbatten House and the Aster housing estate. The main entrance of the building faces towards the Bypass rather than Broadwater Road, which is a peculiar trait.</p> <p>The Crosfield Hall and its three function rooms are suitable for community activities, commercial events and social functions, and are available for public hire. There a range of issues with the current building including issues with soundproofing.</p> <p>There was a swimming pool located on the site between 1961 and 1967. While the building remains, the surrounding area has been turned into public car parking. The original bridge access from the Bypass remains although is no longer in use for vehicles. The building entrance still faces this access and therefore turns its back on the town centre.</p>



Site Analysis

2.18 In addition to looking specifically at the sites within the Study Area, the consultant team has undertaken a detailed analysis of the area as a whole, in order to understand the features that are most important to protect or enhance into the future. This process has been guided by engagement with members of the public throughout the Masterplanning process.

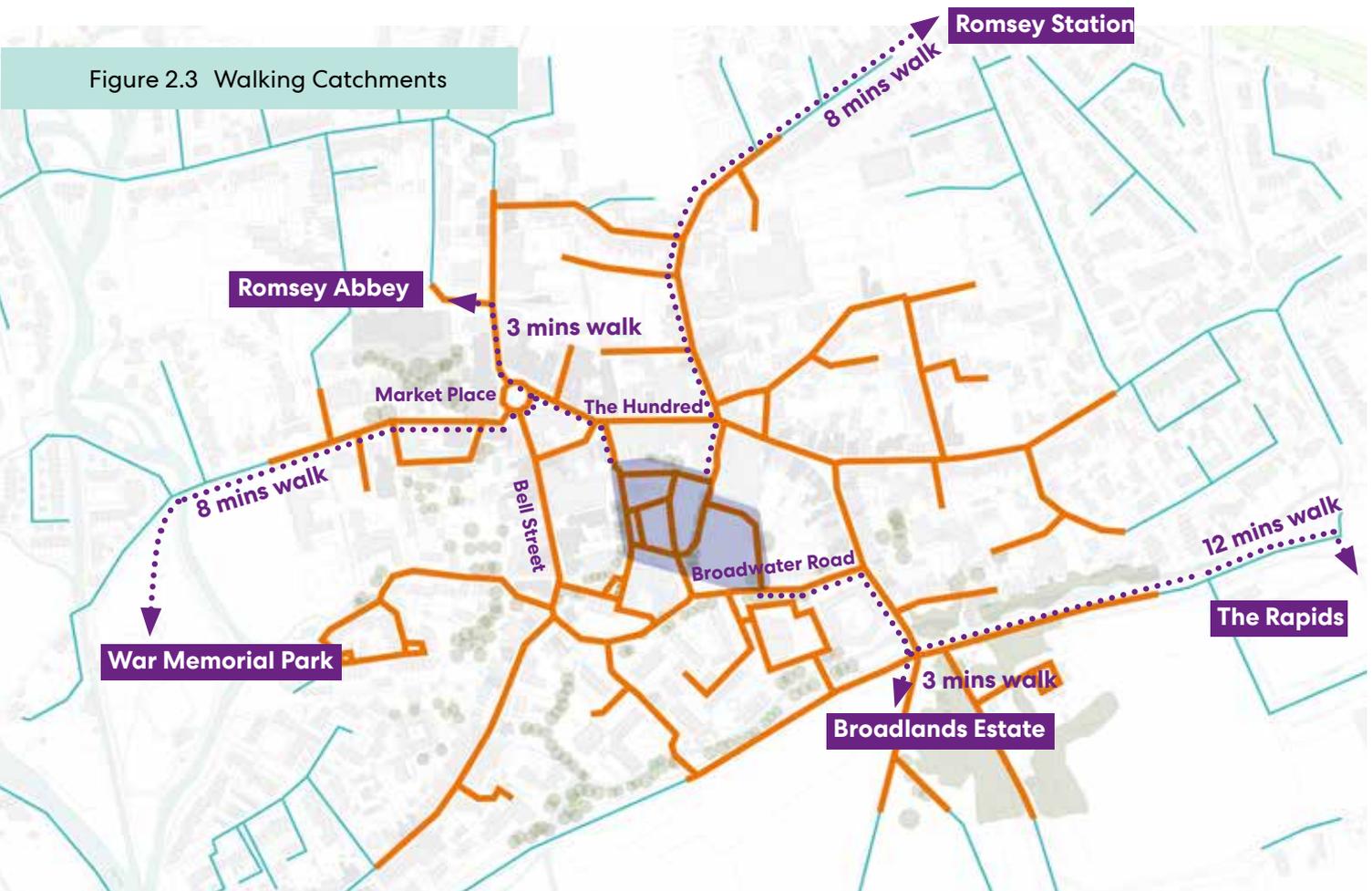
2.19 Right from the outset, the following features have been of key importance to the preparation of the Masterplan.

- **Market Town context** – Romsey is a proud market town with a rich history. It is important that any future development and process of change respects that independent market town ethos.

- **Walking catchments** – Whilst improving walking links across the site is important, it is even more important to ensure the area is appropriately connected to key locations outside of the Masterplan area. Paramount to this is the south of Romsey Town Centre’s pedestrian connections with the Hundred, Bell Street and the Romsey Abbey, and further afield, to Romsey Railway Station (8 minute walk), The Rapids (12 minute walk) and the War Memorial Park (8 minute walk) (refer to Figure 2.3). At the time of writing, the Hundred was temporarily closed to traffic in the wake of Covid-19 to allow enough space for pedestrians to undertake social distancing.

The new Romsey 10km Fitness Trail routes around the town, including along the Bypass. In the future, the route could be altered to detour within the South of Romsey Town Centre area, capitalising on the enhanced pedestrian walkways.

Figure 2.3 Walking Catchments



- **Townscape character** – As a historic market town, Romsey has a distinct local character that is important to its residents. Buildings are predominantly two and three storeys, and where new developments have been proposed, they generally reflect the existing character. It is important that future development continues to respect, complements and enhances the local character of the town.
- **Views into and out of the area** – One of the most important and celebrated aspects of Romsey as a town is its Abbey, which was originally built in the 10th century. The consultant team has put together a views analysis that shows at what positions in the Masterplan area the top of the Abbey can be viewed (Figure 2.4).

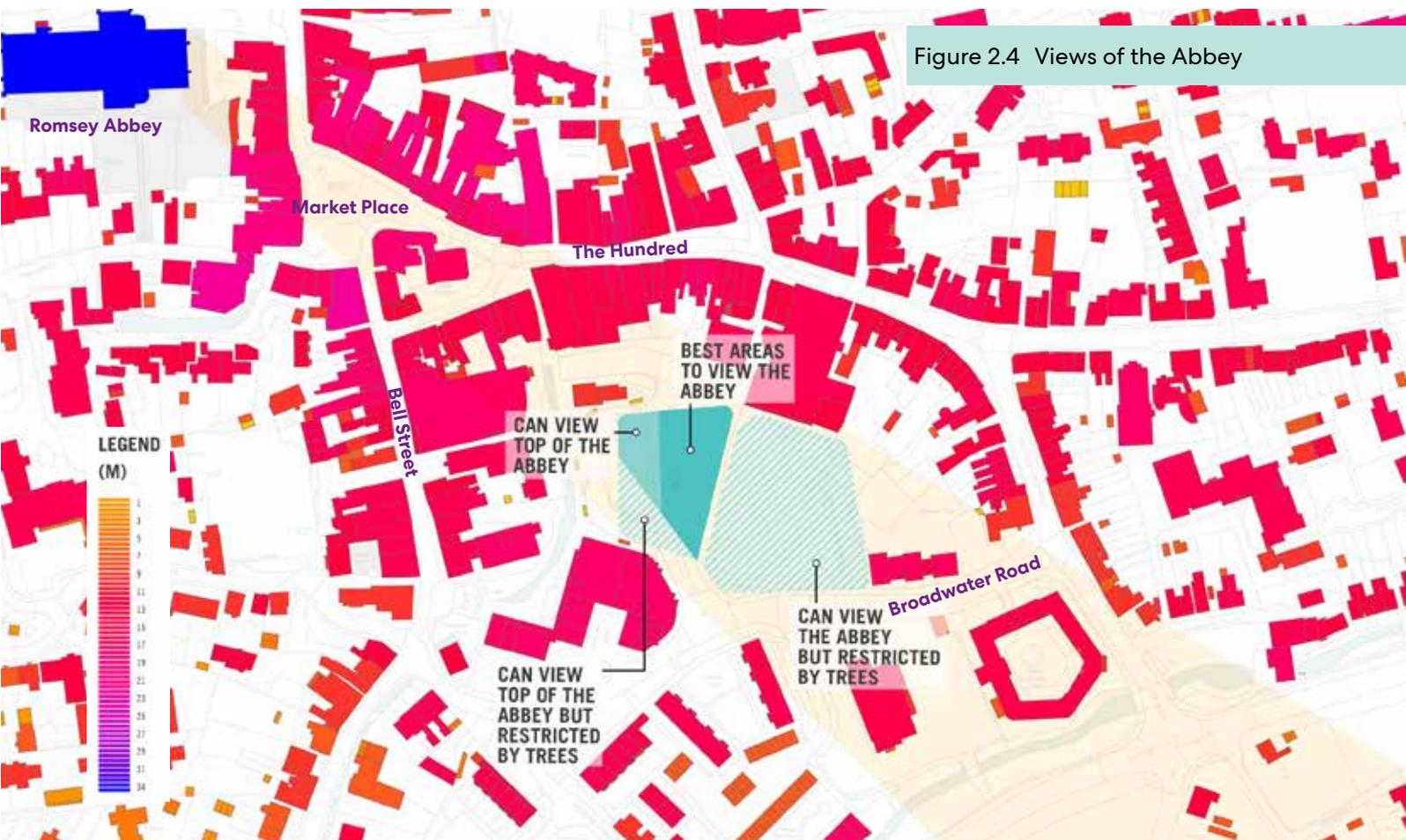
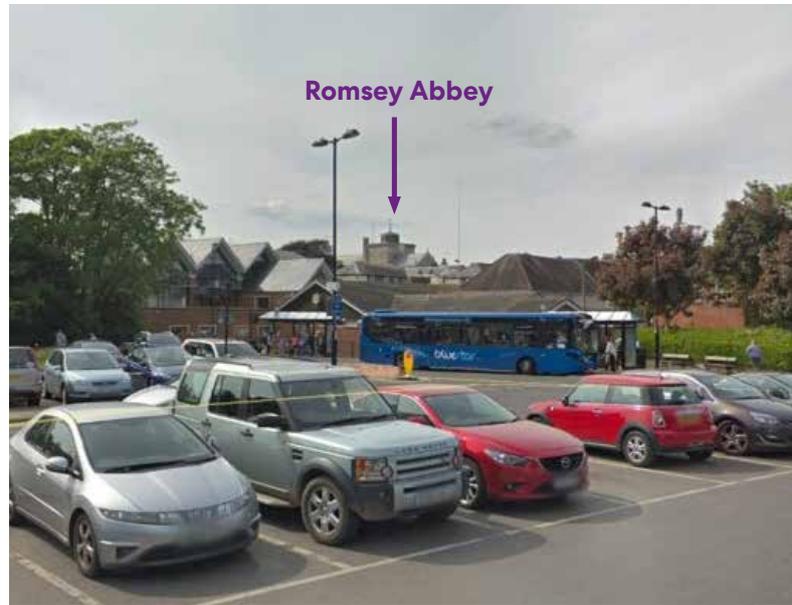


Figure 2.4 Views of the Abbey

- Heritage** – Much of Romsey, including part of the Masterplan area, is included within the Romsey Conservation Area, and there are a series of statutorily listed building throughout the town, including within close proximity of the site (see Figure 2.5). Whilst no listed buildings exist within the Masterplan area itself, it is important that the setting of the relevant listed buildings is protected.

The Broadlands Estate, a Grade II* listed Historic Park and Garden is located on the south side of the Bypass and just outside the boundary of the Site Area, and therefore an important consideration for the context of the Masterplan. Historic England is expected to be an important consultee in the future when the proposals are taken forward and planning applications are submitted.



The map shows how little the town centre has changed in the last hundred years. The main thoroughfares have always been characterised by tightly packed buildings on narrow sites, based on medieval burgage plots, whereas the backland sites are more recent and loosely arranged.

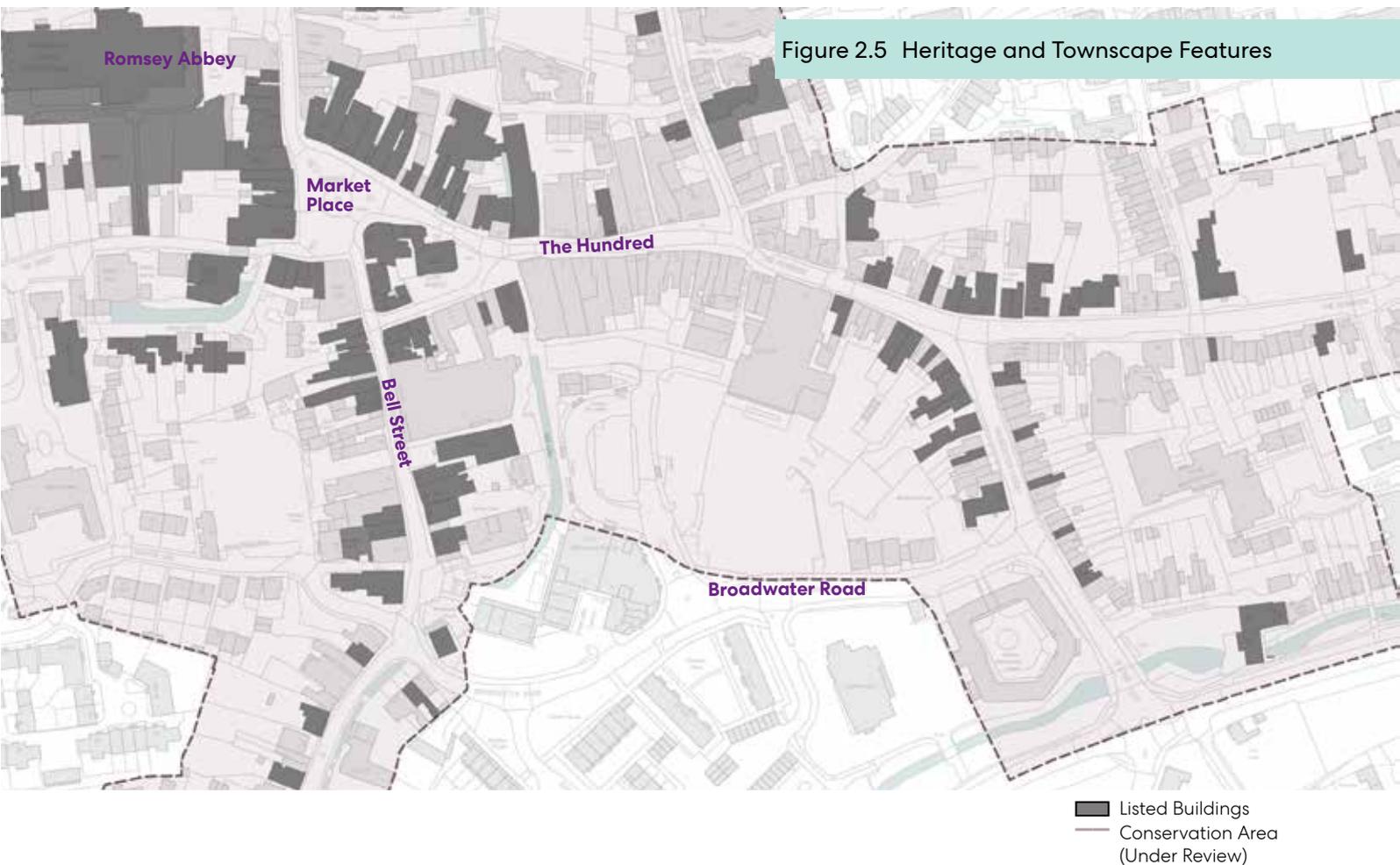


Figure 2.5 Heritage and Townscape Features

Listed Buildings
 Conservation Area (Under Review)



Examples of the heritage and character of Romsey



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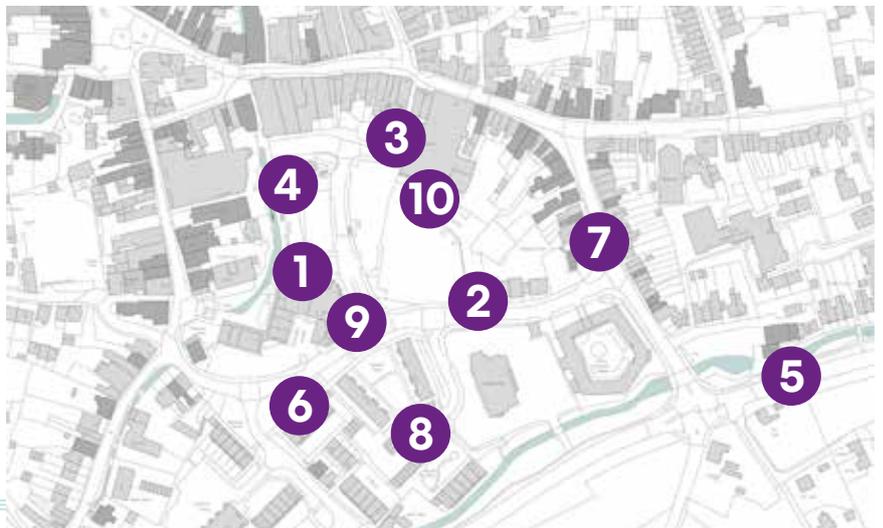


6

9



Examples of potential areas where the townscape of Romsey could be enhanced for residents and visitors



- Landscape features** – Romsey’s Town Centre is tucked into an urban corner, surrounded by the registered historic park and gardens to the south in the nearby Broadlands Estate, rural land to the west and further afield, the New Forest.

At present, the site area is dominated by concrete and car parking, however there are some important landscape features that present an opportunity for enhancement. The Fishlake Stream and the Tadburn Lake each form a boundary to the Masterplan Area. These existing features serve to remind us of the connection Romsey has with the River Test, the wider Test Valley and nature more generally. With relatively minor interventions, the watercourses could be celebrated once more.

The Masterplan area is included in the Site of Special Scientific Interest (SSSI) Impact Risk Zone, with the River Test being the nearest SSSI. Any future planning applications made at the site would therefore be referred to Natural England for consultation.

Similarly, mature trees can be found throughout the area, including a tree on the eastern edge of the Aldi car park with a TPO (see Figure 2.6). It is important that existing trees are protected wherever possible, and form part of the Masterplan green infrastructure plan.



Figure 2.6 Landscape Features



3 | THE VISION: RESILIENT ROMSEY

Introduction

3.1 Our towns and urban areas only exist to serve the needs of its community and its visitors. The built environment does however have a significant impact on our resilience or overall health. As a result, it can be said that resilient people need resilient places and this objective is at the very centre of the Masterplan. It is a plan that has the community at its core and the creation of an even more resilient Romsey as its goal.

Planning for Uncertainty

3.2 The Masterplan has been finalised in the summer of 2020, and at a time when concern around the environment and health is at a high point. So too are questions over the future role of the High Street. It has therefore been shaped and informed by this but also the need for all plans to be agile during the dynamic transformation that is unfolding in society and the economy.

3.3 Even prior to the current Covid-19 epidemic, concerns around the environment and health were building rapidly, as was recognition of the importance of resilience beyond just emergency response, towards dealing with and successfully recovering from long term stressors to the economy, environment, and society.

3.4 Test Valley Borough Council declared a 'Climate Emergency' in September 2019 due to the impacts of climate change on the area, such as an increase in flooding, impacts on health and an increased risk of invasive species. The Council set out a timeline to produce an action plan and in June 2020 the Council adopted the 'Climate Emergency Action Plan'. The aim of the action plan is to set out how the Council aim to eliminate their carbon footprint and become a carbon neutral authority. The Action Plan will be reviewed over time and take into account changes in technology, policy and opportunities.

3.5 The Action Plan focuses on how the Council aims to reduce their carbon footprint through introducing measures such as tree planting on their land, draft proofing their buildings and introducing green walls or PV panels. However, it also notes that they will ensure

that when drafting the Local Plan they will look to ensure that policies are written to facilitate the move towards carbon neutrality.

3.6 Implications for the future of planning in Test Valley include:

- Protection of trees and tree replanting;
- Introduction of PV panels;
- Introduction of green / living walls;
- Energy efficiency of buildings;
- Encourage electric cars and EV charging points;
- Introduce electrically operated refuse bins;
- Improve green spaces and wildlife corridors; and
- Explore the inclusion of policies for woodland creation in the Next Local Plan.

3.7 The Action Plan also states that the Council will identify and support climate change initiatives that emerge through communities such as Romsey.

3.8 Covid-19 has however exposed further weaknesses in our built environment and urban areas. Romsey has felt this major impact in many ways including increased pressure on the urban realm to achieve social distancing, the impact of lockdown on businesses, jobs and services and demand for open space and greenery and the restorative benefits of nature generally. By way of example, the Hundred was closed temporarily during lockdown to ease pedestrian movement whilst social distancing and it remains closed at the time of writing. How this will affect trading and other town centre functions, both from a potential positive and negative perspective, will need to be carefully monitored and incorporated into the Masterplan delivery phase.

3.9 Moving forward the Masterplan must play its part to support the town's recovery and help boost the town's accessibility and attractiveness through, for example, improving how people access and move around the centre and through providing a greater range of uses to boost dwell-time and overall vitality.

Boosting Romsey's Resilience

3.10 The Masterplan may only directly cover a relatively small part of the overall town centre; but it has a responsibility to enhance Romsey's resilience overall in the face of an uncertain future. A strong town centre is greater than just the sum of its parts. Each area or 'quarter' has a complimentary role to play and it is on this basis that the Masterplan has been developed.

3.11 Romsey and its community are in many ways already resilient and it is important that the Masterplan builds on this. In 2014, Romsey suffered some of its worst floods in recent history. The incident, which occurred in February at the end of a particularly wet winter, directly affected up to 80 properties including 36 residential and 44 commercial properties that were reported as having been flooded. A flood alleviation scheme is now in the process of being implemented.

3.12 Modern Romsey is also vibrant and has its own unique character. The Romsey Abbey, originally constructed in the 10th Century generates local pride, and draws visitors from far and wide. As an historic, but operational Market Town, Romsey has a local charm and buzzing atmosphere most days, but market days especially.

3.13 The Andover and Romsey Retail Capacity and Leisure Study that was prepared by Carter Jonas and published in 2018 sets out that overall Romsey is considered to be a healthy and vital centre that is fulfilling its role and function in the Borough's network and hierarchy of centres. The centre has a good offer of food and convenience shops that are also

supplemented by regular and successful markets. While the range of services provided supports the role and function of Romsey, it is generally accepted that the leisure offer could be improved by introducing more evening economy uses and activities that appeal to the younger generation.

3.14 Vacancy levels have traditionally remained low prior to Covid-19, well below the national average for town centres, and there is no significant concentration of empty units within the town centre. This is a further positive indicator of the centre's overall attraction, vitality and viability. This situation will however need to be reviewed and monitored closely as a result of the economic fallout from the pandemic, though initial reports indicate that only two stores were not planning to reopen when the restrictions are lifted.

3.15 It could be said therefore that the Masterplan has arisen from both opportunity and need. The opportunity is born out of the potential to better utilise a valuable opportunity in a very sustainable location at the heart of Romsey. More than that though, South of Romsey Town Centre is an opportunity to create a new space or quarter uniquely positioned where the best of Romsey's town character can be integrated with the more natural environment of Broadlands and beyond.

3.16 The Masterplan is also born out of the need for the town centre to evolve and provide for aspects of town centre life which are currently missing. Romsey Future wants to help develop the town's full potential so that in turn it can be the centre that the community is going to need over the years ahead.



Community Engagement: Romsey Future Group Exercise, December 2018

Made in Romsey

3.17 Romsey Future, and their aspirations for the future are the driving force behind the Masterplan.

3.18 Very significant public consultation has been undertaken during the course of developing this Masterplan, including one of the first Citizen Assembly events in the country. A detailed account of this is contained within the supporting documents to this Masterplan, Stage 1 Consultation Report and Stage 2 Consultation Report, as well as the Citizens' Assembly Recommendations Report.

3.19 The messages that have been delivered by local people have been consistent and clear and it is these messages that provide the core of the Masterplan.

Masterplan Stage 1: Visioning

3.20 The first stage of consultation for the project was carried out in September and October 2018. Members of Romsey Future, as well as representatives from the Council and the consultant team distributed consultation postcards at a series of consultation events. The postcards asked members of the Romsey community to record their ideas or priorities for the area. More than 200 responses were received. The consultant

team also ran 'Walk and Talk Tours' of the area and held workshops with local schools.

3.21 The consultant team reviewed all the feedback received and the key messages were:

- The character of Romsey must be retained and complemented in any future development coming forward;
- The waterway between Bradbeers and Dukes Mill is not currently utilised to its full potential;
- It is important that car parking remains easily accessible and available within walking distance of the town centre;
- Existing community facilities made available for public use are valued, including in the Crosfield Hall;
- A better variety of shops within the town would be supported by residents;
- Better pedestrian links throughout the whole of the area would improve the experience of anyone on foot;
- More trees and greening would help to improve the appearance of the area

Citizens’ Assembly

3.22 In May 2019 the Government launched a pilot programme called Innovation in Democracy. Test Valley Borough Council were one of three local authorities selected to arrange a Citizens’ Assembly and the south of Romsey Town Centre was its focus. A representative group of 50 members of the public were selected to take part in the Assembly which was held in November 2019.

3.23 The Citizens’ Assembly was asked: How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?

3.24 The Citizens’ Assembly recommendations were:

1. Make Romsey an **attractive, vibrant centre of excellence** including green spaces and wildlife corridors.
2. **More green spaces** in the area to enhance, protect and increase our natural environment, which includes wild animals and plants.

3. **Well planned, connected and accessible infrastructure** (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists.
4. **Improved transport infrastructure** to encourage a sense of community – with viable options for moving around.
5. **Community hub and green spaces** that bring people together (across generations).
6. **Design an integrated transport & parking plan** that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (accessible parking, but still encourage bus use, especially by younger people).
7. **Lots of things in town centre that are affordable and accessible for all** which everyone living in Romsey knows about and can take part in.

3.25 The Citizens Assembly recommendations were mostly focused on the South of the Town Centre, however, some have wider implications for the whole town, especially relating to sustainability.



Figure 3.1 Timeline of project engagement stages showing evolution of the illustrative Masterplan at each stage based on community input.

Masterplan Stage 2: Preparation of the Masterplan and Public Feedback

3.26 The purpose of the consultation period during Stage 2 of the Masterplan process was to widely publicise the draft Masterplan and to obtain feedback from the public on the emerging principles and options. The consultation was carried out in February and March 2020. Whilst there can often be competing views on the Masterplan principles and priorities, gaining a high level of public support is integral to success. The feedback from those that responded to the consultation has been distilled into five key priorities.

1. **Retain the character of Romsey.** The Masterplan options will need to ensure that the proposals do not result in the detriment of Romsey's unique and special character.
2. **Retain the facilities provided by the bus station.** The Masterplan should ensure that the infrastructure for buses is prioritised and not compromised and that basic facilities such as public toilets, and a taxi office and drop-off and pick up area are re-provided.

3. **If Crosfield Hall is not retained, adequate community facilities need to be reprovided.** The facilities that Crosfield Hall provides are valuable to the local community. If the building itself is no longer fit for purpose or inefficient, it is most important that enhanced community facilities are reprovided in a location or locations that are accessible and convenient.
4. **Ensure pedestrians and cyclists have priority.** Providing sustainable movement options is key to successful Masterplan and improving the environment for pedestrians and cyclists should be prioritised. This includes contributing to better links between the town centre and other areas such as the Rapids.
5. **Provide more greenery.** Ensure that the green and blue infrastructure of the Masterplan area is enhanced. This would not only help to make the area more attractive, but would also contribute significantly to improving environmental and health outcomes.

3.27 The community has identified priorities that will make Romsey resilient and safeguard its future as a centre that provides what the community needs. These priorities have been taken forward and provide the foundation for this Masterplan.



Figure 3.2 Example consultation material from the community engagement



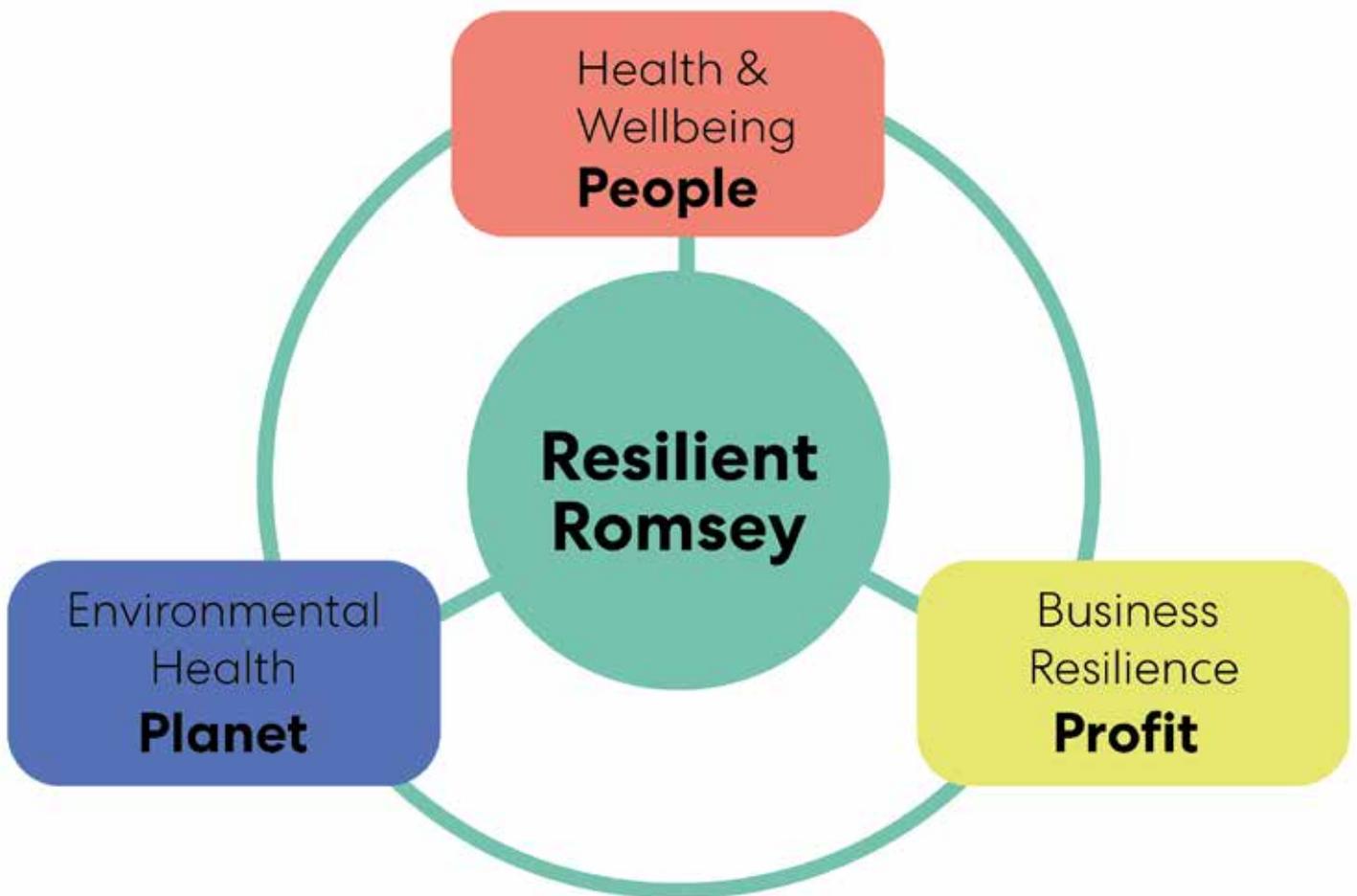
Sustainability

3.28 The Masterplan has also been informed by resilience and sustainable design principles. For example, during the Masterplan’s development it was important to consider the potential future shocks and stressors that may affect the town centre, and the ‘Rockefeller Foundation’s Shocks and Stressors Matrix’ provided a useful tool. This process was established to enable groups and individuals to place shocks, such as fire or flood, alongside longer term more chronic stressors, such as reductions in funding or infrastructure aging, on a matrix of likelihood and severity of consequence for the project. This process identifies areas of known issues for planning and masterplanning to address.

3.29 The plan has also been informed by the ‘People, Planet, Profit’ (the ‘3P’s) or the ‘Triple bottom line’ principle (see Figure 3.3).

3.30 The Masterplan principles arising are provided in Section 4. Below is a summary of some of the principles and interventions that incorporate ‘triple bottom line’ thinking and should create greater resilience.

Figure 3.3 People, Planet, Profit diagram



People – Health and Wellbeing

- Enhanced capacity for more sustainable movement choices, reducing pollution (air and noise) and supporting better health.
- New community facilities – flexibility within new buildings for a range of uses including a GP or other form of health provision and some services currently provided in Crosfield Hall (as part of the current comprehensive review and strategy).
- New green, grey, and blue infrastructure alongside a new public place / square will provide restorative benefits (building on Fishlake Stream and linking to the natural assets that surround the town).
- Historic/cultural preservation - Romsey's character will be protected and enhanced.
- Providing the impetus for a new "town walk" which enhances health and sense of community. This route would be further 'energised' with sculptures and art.
- Enhanced safety and security through a well-planned and managed new quarter.

Planet – Environmental Health

- A new sustainable transport hub, reducing damaging emissions and pollutants.
- Flexibility within the plan to reduce car usage / parking in the future as public transport usage and active travel increases, including demountable parking structures and the ability to phase down parking over time.
- Natural resources / enhanced biodiversity – more green and blue spaces and assets will enhance, protect and benefit the natural environment, which includes wild animals and plants. The Fishlake Stream is an existing asset that is exploited and developed further.
- Inclusion of sustainable water management systems within buildings and the public realm, including rain gardens in new public plazas and planting of additional street trees.
- Opportunities for energy consumption reduction through building orientation, façade design, and use of natural ventilation and light creating highly energy efficient buildings.

- Building design to draw from Well Building and sustainable construction guidelines such as Building Research Establishment Environmental Assessment Method (BREEAM) and Leadership in Energy and Environmental Design (LEED), incorporating sustainably sourced materials with low carbon footprint.

Profit – Business Resilience

- The Masterplan and its key proposals will provide a multiplier effect which benefits the wider centre and town generally.
- Businesses and tourism will be supported through well planned, connected and accessible infrastructure which improves the flow and movement of pedestrians and transport.
- The hub will bring more people into the town centre with less congestion overtime and therefore creating a better environment for business.
- Encourage more diverse businesses and retail through attractive and flexible units with space for start-ups and local businesses and jobs.
- The greater diversity of uses, the green, grey, and blue infrastructure and good design will attract more people, grow the evening economy and increase dwell time.

A Resilient Masterplan

3.31 The Masterplanning team has sought the input of TVBC's development consultants, Lambert Smith Hampton (LSH), to support, the project's development. See Section 6 for further details.

3.32 However, due to the ongoing and dynamic situation arising from Covid-19 and Brexit negotiations, and the impact that this will have on the economy and society, it is important that the plan is flexible and agile. The Masterplan remains however clear and grounded in the opportunities and constraints that exist at the time of writing.

Vision

3.33 A clear and compelling vision has arisen from consulting with the people of Romsey and the inputs of Romsey Future, TVBC and its Masterplan team.

Masterplan Vision

“Romsey is a resilient and vibrant place and a destination that people are compelled to visit. The contribution that the South of Romsey Town Centre has made has been very significant. In itself it is a beautifully designed new part of the town but it also adds so much more.

The new mobility hub has paved the way for a greater number of people to access and use the centre in a sustainable way and created the possibility of reduced car parking if desirable in the future.

New uses have added another dimension to the town, creating greater footfall with people staying for longer. The residents that now live here and the new shops and restaurants have added to the town’s vitality and evening economy. The new flexible community space forms part of a comprehensive town-wide plan that improves on previous facilities. This has boosted the strong sense of community within the town and the flexibility that was provided during the early planning has paid dividends, allowing new and surprising uses to take hold.

The new public spaces and introduction of much more greenery and water has underpinned the transformation and has had many benefits. It has made the town centre a more attractive place to visit, it has boosted people’s health and wellbeing and it is having positive environmental benefits and has allowed nature back in. The area and new routes that run through it forms an integral part of a comprehensive walking route that links the town up and which has been energised through public art.

All of this has been achieved in a way that has enhanced the best of Romsey’s unique character.”

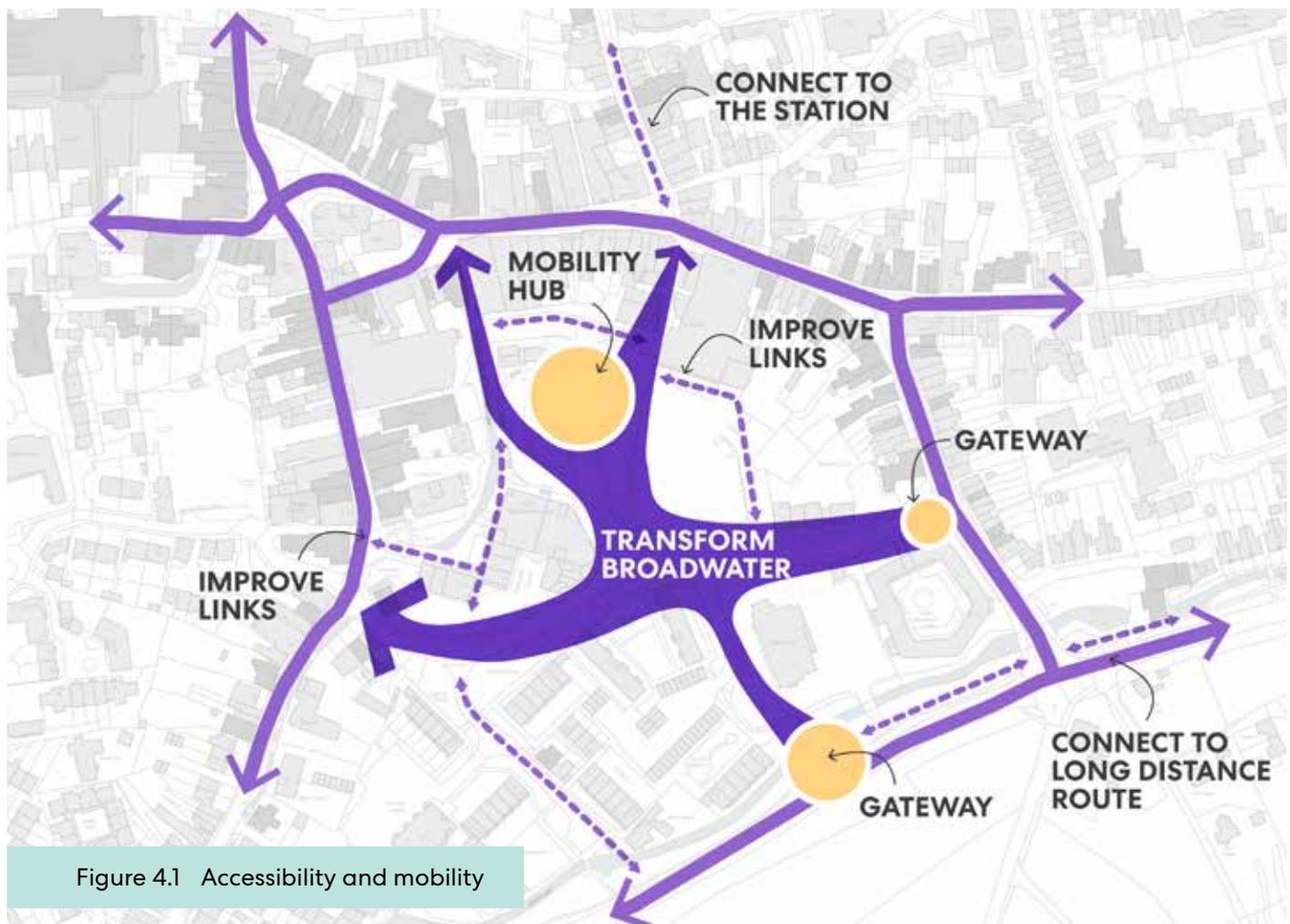


4 | THE MASTERPLAN

4.1 Design Principles

4.1.1 Having established a vision for the future of the land south of Romsey Town Centre that is based on enhancing community resilience, this document now moves on to presenting the three core design principles that underpin the Masterplan, the Masterplan priorities, and the Masterplan proposals themselves.

1. Accessibility and mobility – putting people first



4.1.2 The guiding principles for accessibility include:

- Better flow of people through signage and wayfinding improvements and new pedestrian and bicycle routes and infrastructure;
- A new, centralised and modern mobility hub catering for active and sustainable modes of transport that 'future-proofs' the town centre and provides a platform for reduced parking if desired;
- Improved pedestrian and cycle facilities and calming on Broadwater Road;
- A town that is not just well connected physically, but also digitally, through access to high speed broadband implemented in a coordinated way with future development;
- Accessible car parking that is able to serve the large rural catchment where there is a greater reliance on private transport, but that is adaptable for the future when attitudes to car ownership change.

2. Sustainability – creating an attractive, healthy and resilient place

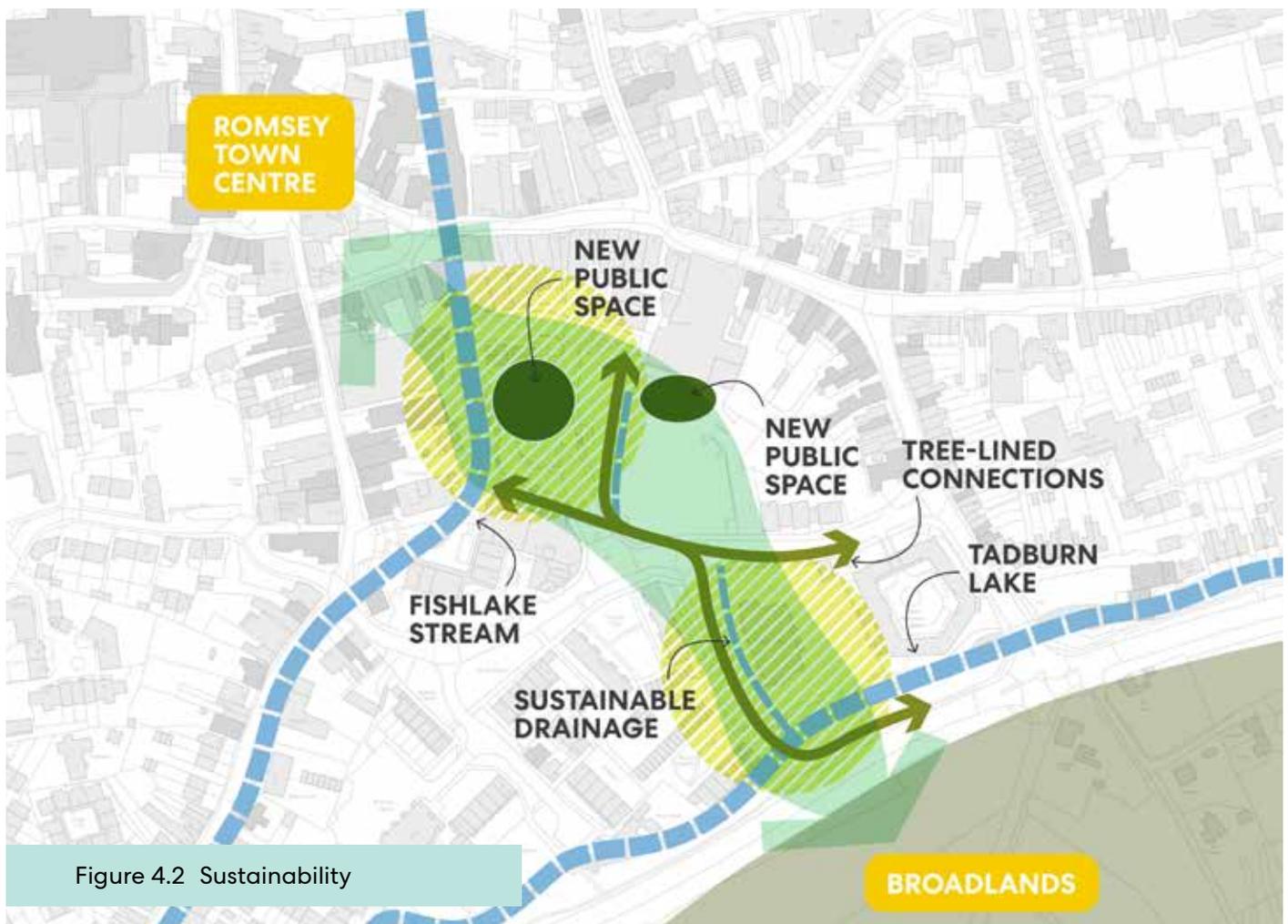


Figure 4.2 Sustainability

4.1.3 The guiding principles for creating a sustainable destination include:

- Creating a ‘Green Bridge’ by drawing landscape, habitat and nature from Broadlands into the South of Town Centre;
- Building on and enhancing the area’s blue infrastructure (Fishlake Stream and Tadburn Lake)

including sustainable urban drainage systems or rain gardens;

- Key focus on urban greening / nature based design (biophilia), through the creation of new open spaces and green building concepts including green roofs and walls;
- Adoption of sustainable building design strategies.



Figure 4.4 Conceptual 'tartan' overlay of access, sustainability, and identity within the South of Town Centre Study Area

Masterplan Priorities

4.1.5 Based on the outcomes of extensive community engagement throughout the preparation the Masterplan, the Masterplan Priorities are:

1. Increasing the range of uses, in flexible buildings and spaces, that add to and complement the existing town centre (including but not limited to modern commercial opportunities e.g. retail, food and beverage, services) and increases the dwell time of users and supports the evening economy;
2. Providing community facilities that are of a high quality and accessible to all;
3. Providing sustainable movement choices and improved/flexible car parking solutions;
4. Providing better pedestrian and cyclist links across the area including improvements to signage and wayfinding;
5. Promoting and enhancing the best of Romsey's historic character;
6. Providing high quality green and blue infrastructure that is health enhancing and building on existing assets such as Fishlake Stream;
7. Ensuring the plan is sustainable, that it enhances environmental and human health, and supports a resilient Romsey.

4.2 Short Term – Public Realm Improvements

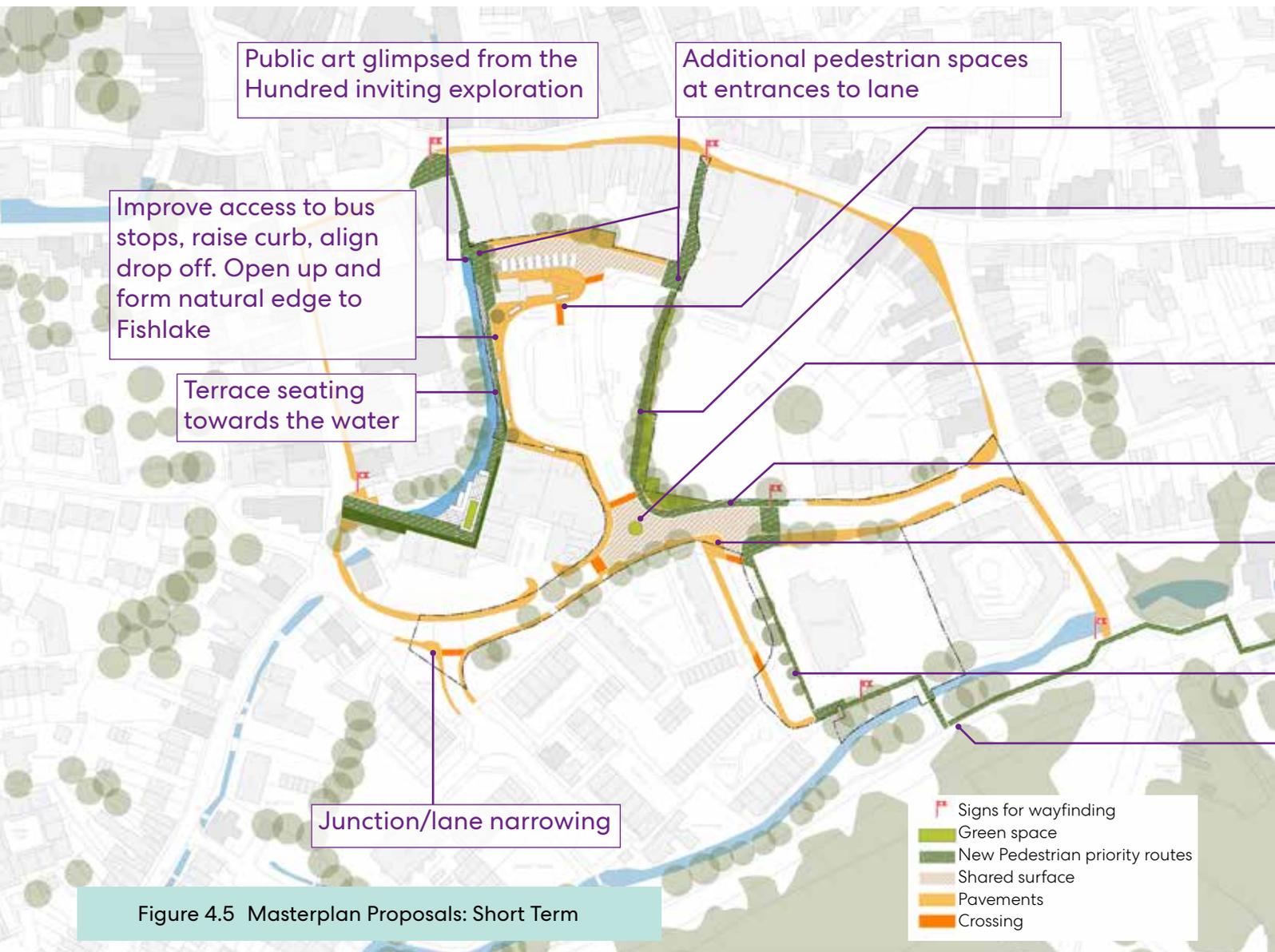


Figure 4.5 Masterplan Proposals: Short Term

4.2.1 In the short term (1-3 years), the Masterplan is focussed on providing significant improvements to the urban environment of the South of Romsey Town Centre area and beyond, including providing extensive greening. The improvements would “set the scene” for the remainder of the Masterplan, being the initial catalyst for change and an invitation for investment in the following stages. The urban realm improvements are particularly focussed on softening Broadwater Road and enhancing the area around the Fishlake Stream between Bradbeers and the existing bus station.

4.2.2 Much of the work proposed for the short term revolves around making improvements to the urban environment for pedestrians. The south of Romsey

Town Centre area is currently dominated by cars and car parking, making it difficult to walk from the Hundred to Crosfield Hall in a straightforward and safe manner, particularly if you are not familiar with Romsey. The works would aim to instigate small but effective measures to make the area, and the facilities it provides, more accessible, improving the experience for all. In the short term there would be limited change to the existing car parking and traffic arrangement.

4.2.3 In summary, the short term Masterplan proposals include:

- Enhancement of Fishlake Stream including providing terrace seating towards Bradbeers and in the area north of Dukes Mill;



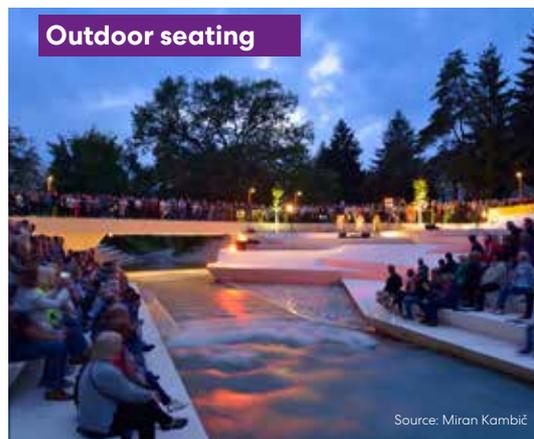
- Improved pedestrian route to parking
- Add footpath along row of trees
- Transform Broadwater, including reconfiguration of roundabout, add continuous surface pedestrian crossing
- Realign road to improve pedestrian path
- Narrow junction and mark/raise crossing
- Create new pedestrian path through car park
- Add pedestrian and cycle facility along bypass and over existing bridge



- Enhancement of Tadburn Lake waterway;
- The introduction of nature to enhance health and well-being in the area;
- Footpath along existing line of trees between the Aldi car park and the bus station site;
- Improve access to existing bus stops within the bus station and align drop off, and add pedestrian crossing to car parking within the bus station site;
- Installation of public art, including at the Boots laneway;
- Creation of larger and improved pedestrian space at the base of each of the pedestrian laneways from the Hundred;
- Signage and wayfinding improvements across the area and beyond;
- Traffic calming and improvements to Broadwater Road including reconfiguration of the roundabout and continuous surface for pedestrian crossing;
- Improved pedestrian connections across the area including a pedestrian bridge over the Tadburn Lake and pedestrian avenue beside Crosfield Hall;
- Improved pedestrian and cycling connections toward the Rapids including a cycle and pedestrian route along the Bypass and possible pedestrian bridge over or new crossing.

Short Term Proposal Precedents

4.2.4 Within the Short Term Proposals precedent images have been identified that explore some of the opportunities for enhancing the public realm. These draw from existing character and new ideas for the town and have been identified through consultation responses and suggestions from the community.



- Re-imagined Fishlake Stream, more accessible and more natural.



Seating

Source: Meyer Studio Land Architects



Pavement materials

Source: Nikolai Benner, 2016

- New pedestrian routes incorporating landscape, permeable paving, and seating to improve flow of people to the Hundred and the rest of the town.



Pavement materials

Source: MASU Planning and Torben Eskerod



Bridge



Bridge

Source: Palmerston North City Council

- Improved pedestrian space and crossing to Broadwater Road, new route to the bypass, and improvements to the Tadburn Lake incorporating rain gardens, permeable paving, and sustainable drainage.



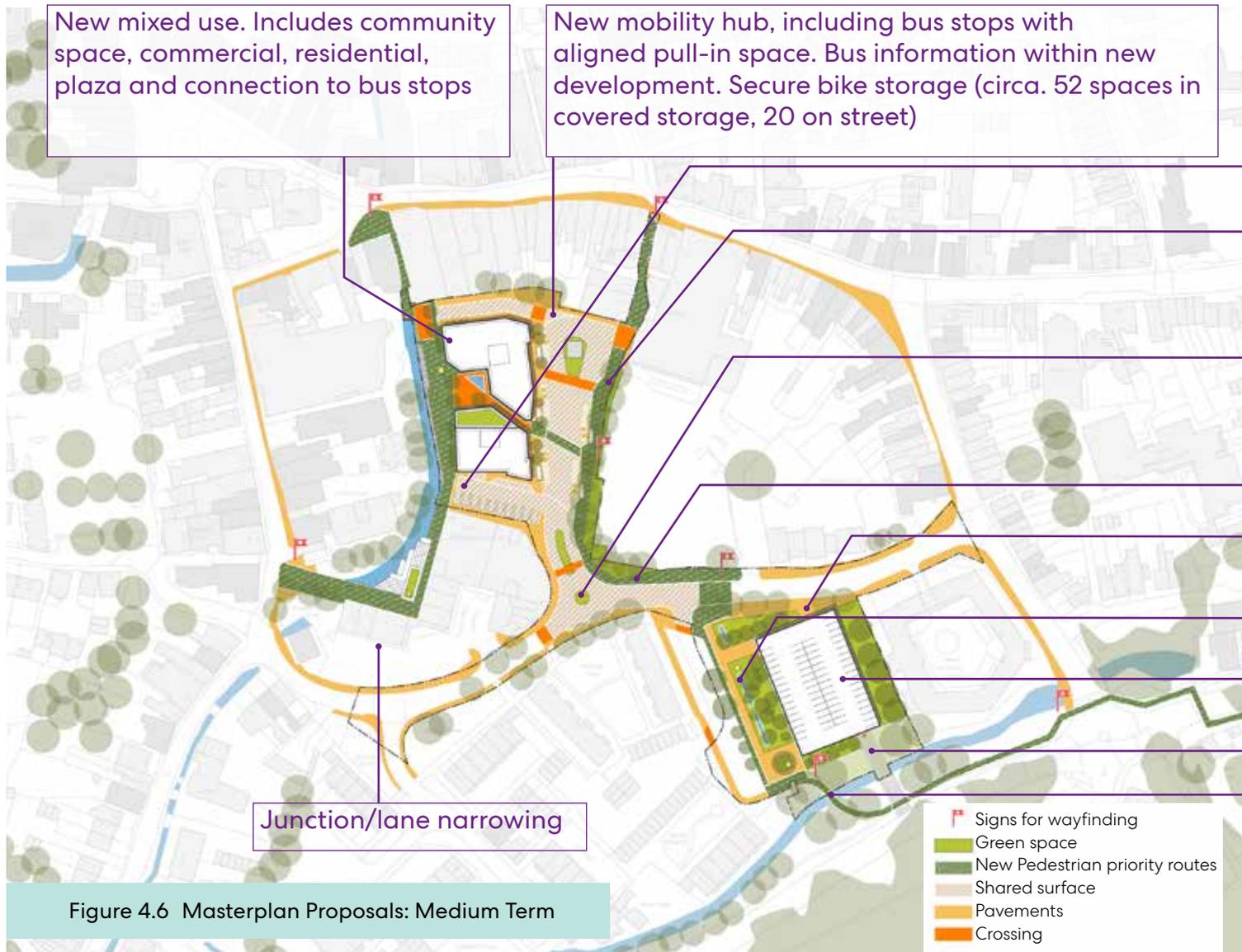
Bridge

Source: Google



Rain gardens/ sustainable drainage

4.3 Medium Term – New Mobility Hub and Mixed Use Development



4.3.1 The medium term plan (3-5 Years) is focussed around opportunities arising from the development of the two sites that are within Test Valley Borough Council ownership – the bus station site and Crosfield Hall. While both of these facilities are important to the wider community, detailed analysis has found that it would be possible to reprovide the existing facilities, whilst providing additional uses and improving the area overall.

4.3.2 The bus station site, or Fishlake site, is proposed to be redeveloped to provide a new and improved mobility hub and a mixed-use development. The mobility hub would become the new central focus of the area,

accessible by bus, on foot, or by bicycle, as well as other alternative modes of transport such as mobility scooters. The new mobility hub would provide for all existing bus services including additional capacity for the future and in a far more efficient and much improved layout, with five bus/coach stops. The existing service lane is to remain in place, accessible via the mobility hub, and reproviding the current servicing for businesses with a frontage to the Hundred.

4.3.3 Improved bicycle facilities, including dedicated bicycle parking and storage would be provided as part of the mobility hub. These improvements are consistent with Romsey Future and TVBC's vision for enhanced



bicycle infrastructure, included cycle lanes, within the town and beyond. The Romsey Future ‘Walking and Cycling Working Group’ is continuing to work to deliver key projects in the wider walking and cycling network.

4.3.4 The new mixed use development on the Fishlake Site proposes two buildings of three storeys each around a new public plaza, with a combination of commercial and community space on the ground floor and residential units above. Romsey Future with support from RPT Consulting is currently seeking to understand the scale and size of community facilities that are required to meet the needs of Romsey and the surrounding area both now and in the future. Once

completed, the study will inform the nature and size of the community ‘hub’ facility that could be reprovided within the Fishlake Site.

4.3.5 In addition to the community space, commercial space in flexible units with larger floor areas than are traditionally found within Romsey would be provided. An option exists to incorporate health related uses such as a GP surgery or pharmacy. Al fresco dining would be possible in the summer months around the new public plaza fronting the reinvigorated Fishlake Stream. The public toilets would also be reprovided within the new development, along with enhanced, accessible recycling facilities.

4.3.6 Above the commercial and community floorspace on the ground floor, a mix of one, two and three bed residential units are proposed to contribute to the housing stock within the town and add to its overall vitality. Between 0-50% parking could be provided on the site. Given the site’s location next door to the new proposed mobility hub, a realistic opportunity presents for a car free development.

4.3.7 The disabled parking spaces that were located with the servicing lane are proposed to be moved and reprovided like for like between the Fishlake Site and Dukes Mill, reducing the opportunity for conflict between vehicles utilising the disabled spaces and service vehicles using the service lane.

4.3.8 While the community facilities that the Crosfield Hall provides are important to the local community, the building itself is limited in the range and type of activities for modern use, and because of its design and configuration represents an underutilised and low-density opportunity within a town centre location. Replacement community facilities would be reprovided in other parts of the town, including in the new Fishlake Site mixed use development. Importantly, the replacement community facilities that are to be provided within the new Fishlake Site development would be conditional on a strategy being agreed. The new consolidated car park would be comprised of ground floor plus two levels of decked car parking (approximately 180 spaces), constructed of lightweight steel and would be covered in green walls and planting to reduce its visual impact. The structure would be designed and built so that it could easily be de-constructed and reused elsewhere in the future as the Masterplan’s long term vision came to fruition, or as the need and requirement for parking lessened.

Fishlake Site

- New ‘mobility hub’ to replace existing bus station, re-providing 5 bus/coach stops in a more efficient use of space, and improved facilities for cyclists and pedestrians;
- The central hub could also include bicycle storage and ‘Amazon lockers’ or similar;
- Pedestrian crossings across mobility hub to be easily accessible and safe to use;
- Residential led, mixed use development over three storeys providing circa 30 residential units on the upper floors, green roofs / sustainable drainage, and option to aspire to be a car free development;
- Flexible commercial floorspace at the ground floor allowing provision of retail and leisure units including for restaurants and associated outdoor dining within the proposed new plaza, and boosting the dwell-time / evening economy of Romsey;
- Community uses at the ground floor and incorporation of a new ‘Community Hub’;
- Existing facilities including public toilets to be incorporated at ground floor and accessible to all;
- Option to explore activity generating proposals such as an outdoor cinema in the summer months;
- Reprovision and enhancement of modern recycling facilities;
- Taxi/private vehicle drop off to be incorporated;
- Reprovision of ten disabled parking spaces to be incorporated away from conflicts with servicing.



Figure 4.7 Fishlake Plaza and Mobility Hub Illustrative Plan



Bus Station	No. of storey	Total (GEA)	Commercial (GIA)	Resi (GIA)	Resi Units	Cycle storage	Parking count
Building A	3	2,400 sqm	632 sqm	1,577 sqm	20	40	0-50%
Building B	3	1,525 sqm	435 sqm	888 sqm	10	40	0-50%
Public Parking						72	10 (DDA)
Total		3,925 sqm	1067 sqm	2,465 sqm	30	152	10 (DDA)

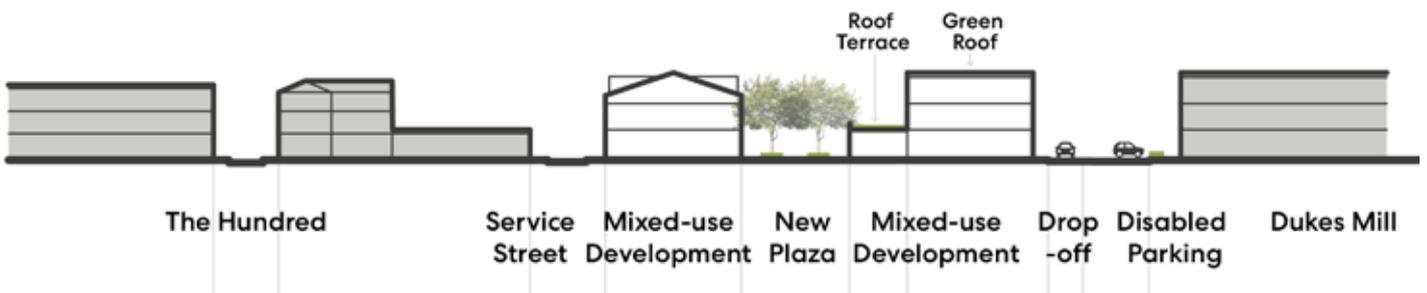
Table 4.1 Potential quantum of development identified by the illustrative site plan for Fishlake Plaza

*Plans are for illustration purposes, areas taken from Masterplan concept design
 *Private parking count anticipated between 0%-50%, subject to future detailed design and planning

Section location based on Medium Term Scenario



Section A-A



*Indicative heights on existing buildings. Source: LiDAR survey

Figure 4.8 North South Section through Fishlake Plaza Illustrative Plan



Figure 4.9 Fishlake Plaza Artist Impressions



Look, new art work!

We had a great afternoon at the new plaza.





Figure 4.10 Artist Impressions of view to Romsey Abbey through Fishlake Plaza



Crosfield Hall Site

- Crosfield Hall facilities evaluated and reprovided within new and existing buildings based on detailed assessment of optimum reversion in terms of overall need and location prior to removal of the current facility;
- Proposed decked car park for around 180 car parking spaces across ground floor and two upper levels;
- Decked car park to be demountable and constructed of lightweight steel, with green walls and planting;
- An alternative exists to use surface parking, and not include demountable parking, if a reduction parking need is appropriate;
- Potential for left-in, left-out from the Bypass to access the new decked car parking structure to further reduce traffic along Broadwater Road;
- Further improvements to pedestrian and bike path through the site in a pedestrian avenue, allowing access to Broadwater Road and the new Mobility Hub;
- Carefully designed to ensure the amenity of adjoining residents of Edwina Mountbatten House and Aster Housing Estate is protected, particularly in relation to sound attenuation and air quality.



Figure 4.11 Crosfield Hall Medium Term Illustrative Plan

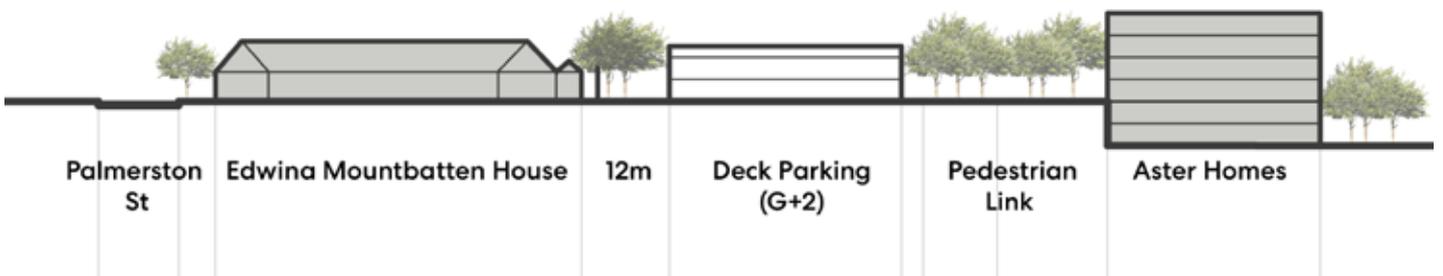


Precedent examples of high quality parking and public realm solutions

Section location based on Medium Term Scenario



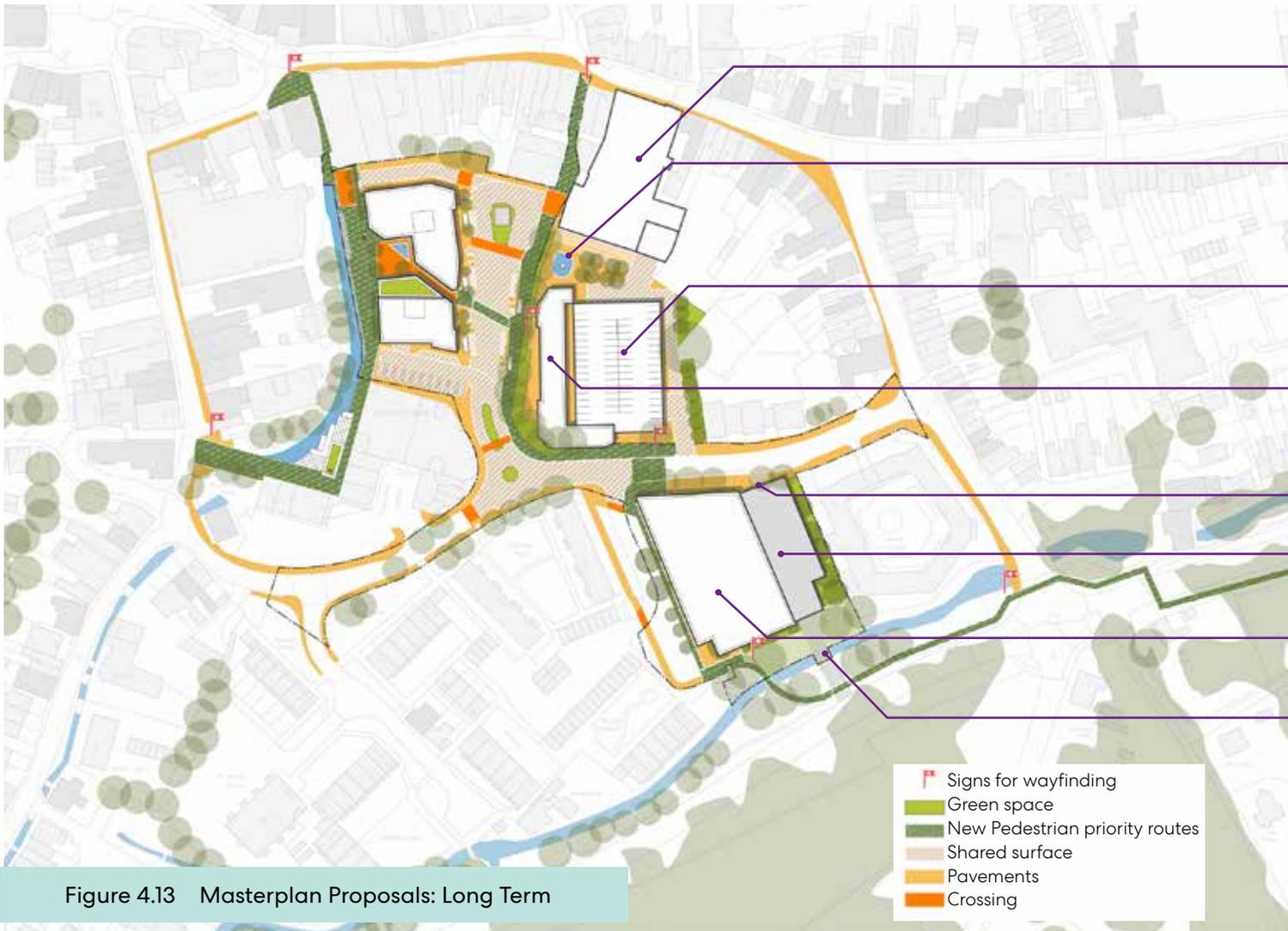
Section B-B



*Indicative heights on existing buildings. Source: LiDAR survey

Figure 4.12 East West Section through Crosfield Hall Medium Term Illustrative Plan

4.4 Long Term – Aldi Relocation



Adaptive reuse of Aldi for: Gym, community space, leaseable office space, retail fronting the Hundred

New open space including public art and fountain

Circa. 180 spaces in ground and 2 level deck
(Circa 7m height)

Live/work units with active ground floor uses

Parking Entrance

Aldi car park to be confirmed

Aldi store to be confirmed

Left in left out from bypass
Subject to County Council Approval

4.4.1 The longer term prospects (5-10 years) for development within the area, including development of sites not owned by Test Valley Borough Council have also been considered and incorporated into the Masterplan as long term plans. In particular, opportunities involving the existing Aldi and associated car park have been explored. In the future, there may be opportunities to expand the long term Masterplan options to include other adjoining land parcels within private ownership.

4.4.2 The first part of the long term proposals revolves around Aldi moving from its existing location to the Crosfield Hall site. Provision would include a new store and associated car parking. Importantly, any development on the Crosfield Hall site would have to consider its impact on adjoining residents, including Edwina Mountbatten House and the Aster Housing Estate.

4.4.3 The second part of the proposals would involve the existing Aldi building being reinvigorated for a new mix of footfall generating, active uses, including for example, a gym, community space, maker spaces (commercial or community led spaces that rent benches, tools, and equipment for either small companies or hobbyists to use) or small workshops, office space and retail space fronting the Hundred. The existing uses in the upper floors of the building would be able to remain.

4.4.4 The existing Aldi car park would also be upgraded with a lightweight decked structure, similar to the one described for the Crosfield Hall site in the medium term Masterplan proposals (or possibly the same one, relocated if feasible). In addition to the decked car park, there is an opportunity to provide a residential block, a series of live-work units on the site with active ground floor frontage, or a hotel.

4.4.5 Between the new decked car park and the existing building, a new public open space including public art and water feature is proposed, opening the space up and providing an easy and legible pedestrian connection to the Mobility Hub.

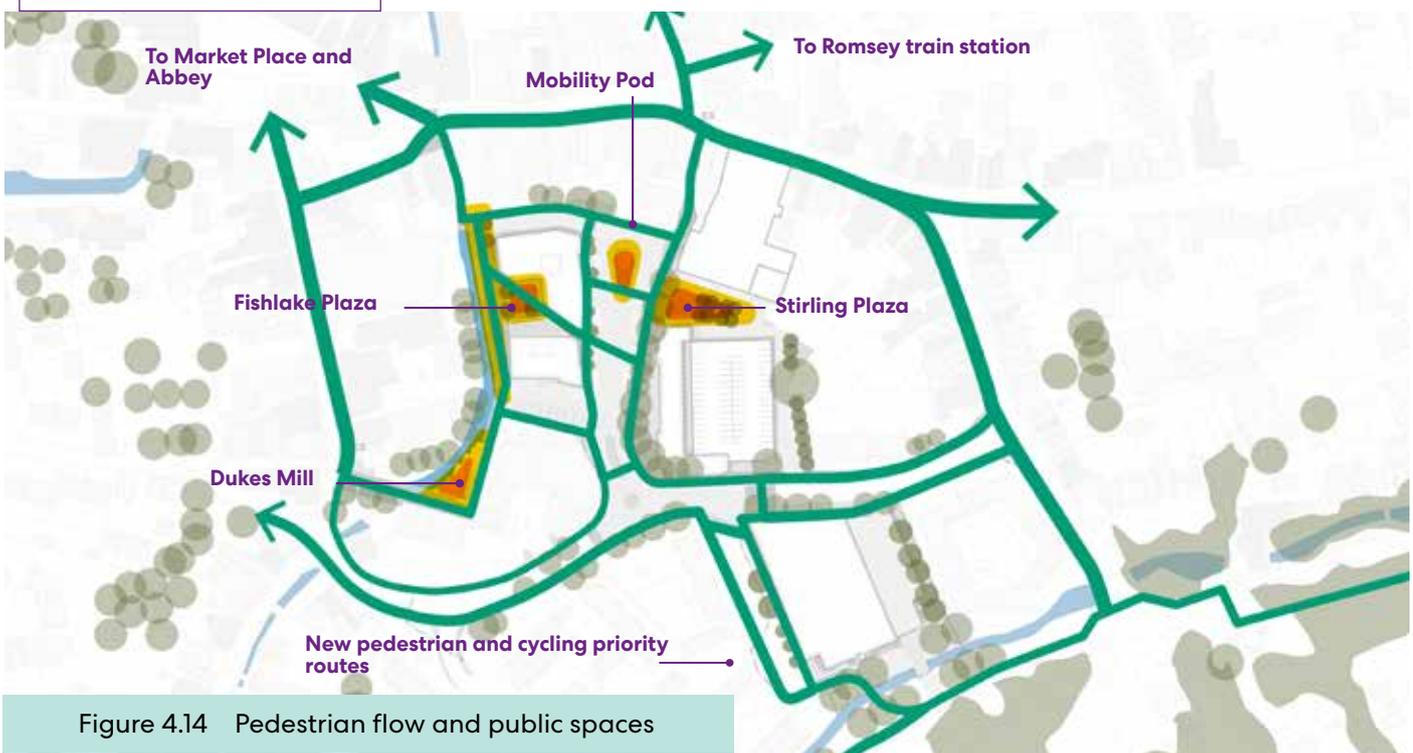


Figure 4.14 Pedestrian flow and public spaces

New Aldi store on Crosfield Hall site

- Aldi store to be relocated from current position to the Crosfield Hall site, which has the capacity to host a new Aldi store and space for 100 car parking spaces;
- New Aldi store to be designed to complement and be sympathetic to the character of Romsey;
- Option for some commercial floorspace or other use above the new store if feasible.



Aldi store proposal, Ewell



Figure 4.15 Crosfield Hall Long Term Illustrative Plan

Aldi site redevelopment

- Adaptive reuse of the existing Aldi building for a combination of footfall generating uses such as community uses, maker spaces, office space, gym, and retail/ food and beverage;
- Frontage to the Hundred to be reactivated;
- Existing car parking to be retained and enhanced, with option to provide a level of decked parking to increase the overall parking capacity of the area. Surface level car parking would have the capacity to provide 90 car parking spaces, with decked parking able to provide up to 180 car parking spaces in this location;
- 'Wrap-around' development for residential block, work-live units or hotel, and active uses at the ground floor;
- Provision of public space along Broadwater Road;
- Provision of new public space between the building and proposed car park including public art and water feature.



List of possible Aldi adaptive reuse program.

- Independent retail
- Gym
- Healthcare lifestyle
- Zero-packaging groceries
- Maker space and hobbyist activity
- Community meeting space and offices
- Cycle repair workshop
- Food and beverage

Figure 4.16 Aldi Store Long Term Illustrative Plan



Source: Keira Mason



Source: Hennebery Eddy Architects



Source: Poplar Union



Source: Look mum no hands!

Aldi Car Park Site Detail



4.4.6 The Aldi Car Park site has the ability to accommodate the demountable parking structure, relocating it from the Crosfield Hall site, and along side this new live/work units that provide flexible opportunities for both increasing opportunities for small independent business within Romsey, but also a variety of new housing. By ‘wrapping’ the parking structure with residential a positive and active street front is created, keeping any parking to a discrete location within the centre of the block. Alternatives such as residential or hotel uses could also be explored.

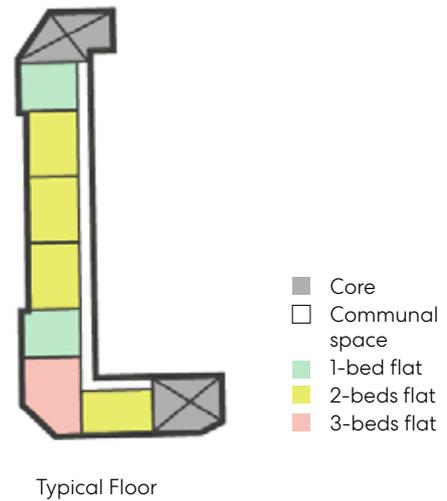


Figure 4.17 Aldi Car Park Long Term Illustrative Plan

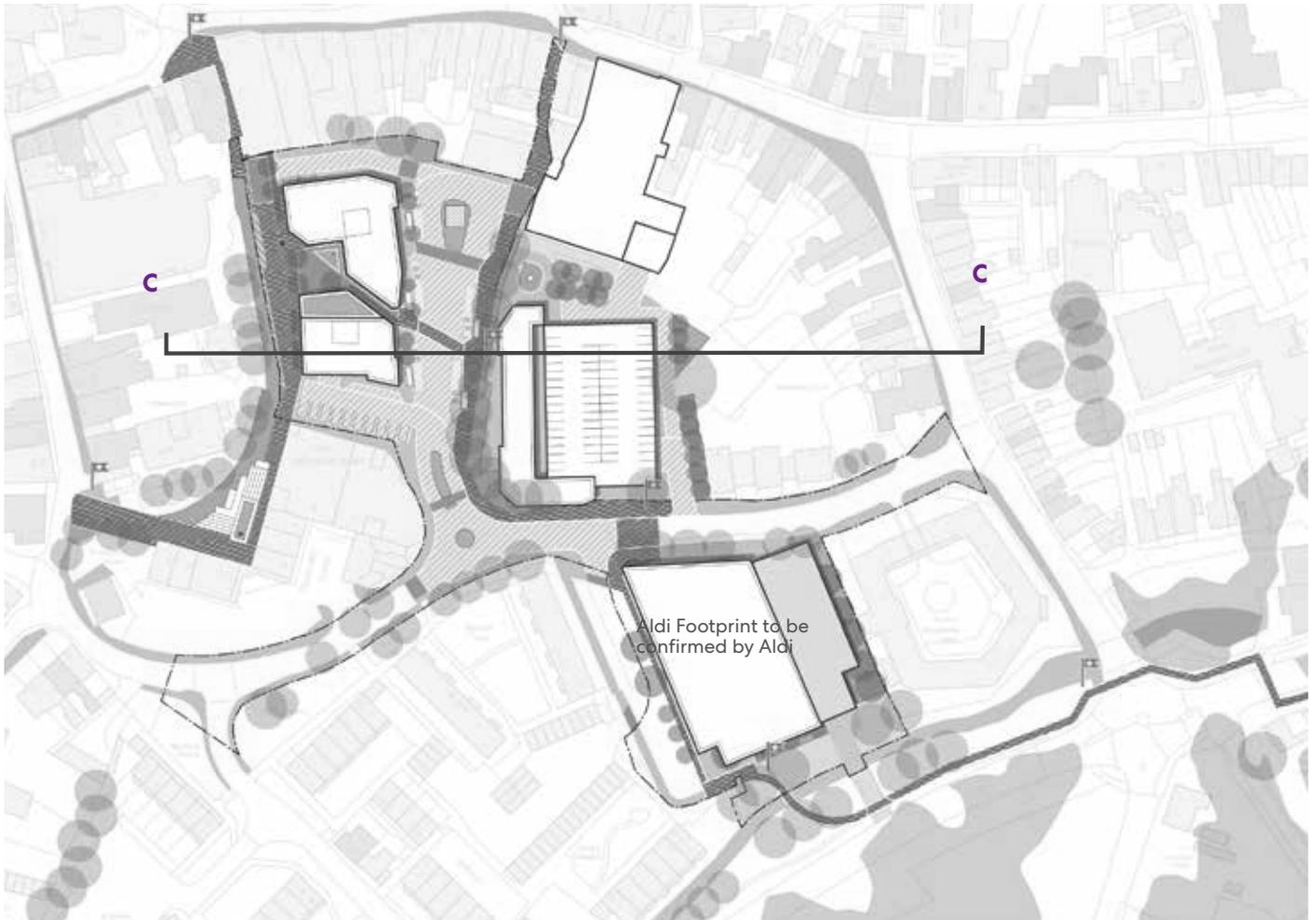
Aldi Car Park	No. of storey	Units	Parking	Total GEA
Building D	G+3	28	0-50%	2,760 sqm
Public Parking	G+2		169	
Total		28	183	2,760 sqm

*Plans are for illustration purposes, areas taken from Masterplan concept design

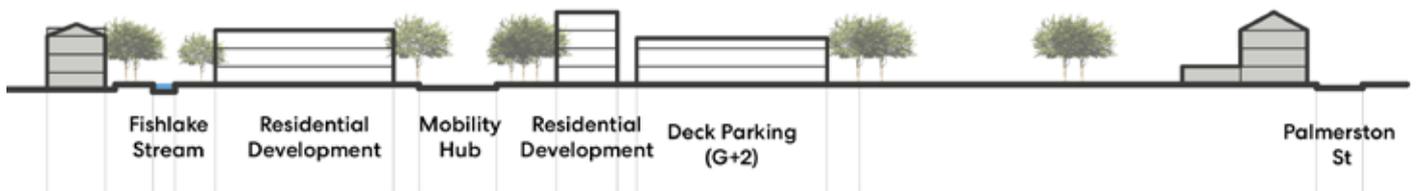
*Private parking count anticipated between 0%-50%, subject to future detailed design and planning

Table 4.2 Potential quantum of development identified by the illustrative site plan for Aldi Car Park

Section location based on Long Term Scenario



Section C-C



*Indicative heights on existing buildings. Source: LiDAR survey

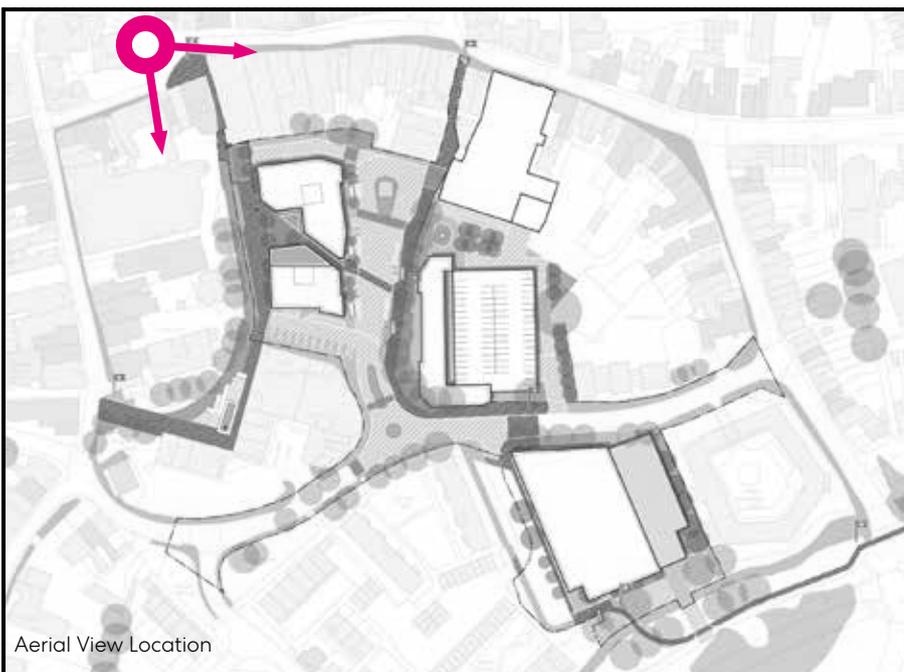
Figure 4.18 East West Section through Aldi Car Park and Fishlake Plaza Long Term Plan

Bringing it all together

4.4.7 The current South of the Town Centre area with its large areas of surface parking and lack of consideration for pedestrian movement is at odds with the rest of the town. The Masterplan and aerial image demonstrate how the aspirations of the community can be brought forward to complete this part of town centre and extend the retail offer. The aerial view also highlights the relationship with the Broadlands Estate and how greenery can be brought into the town centre in a more deliberate and continuous way.



Existing Aerial View



Aerial View Location



Figure 4.19 Artist Impression Aerial View of Long Term Masterplan

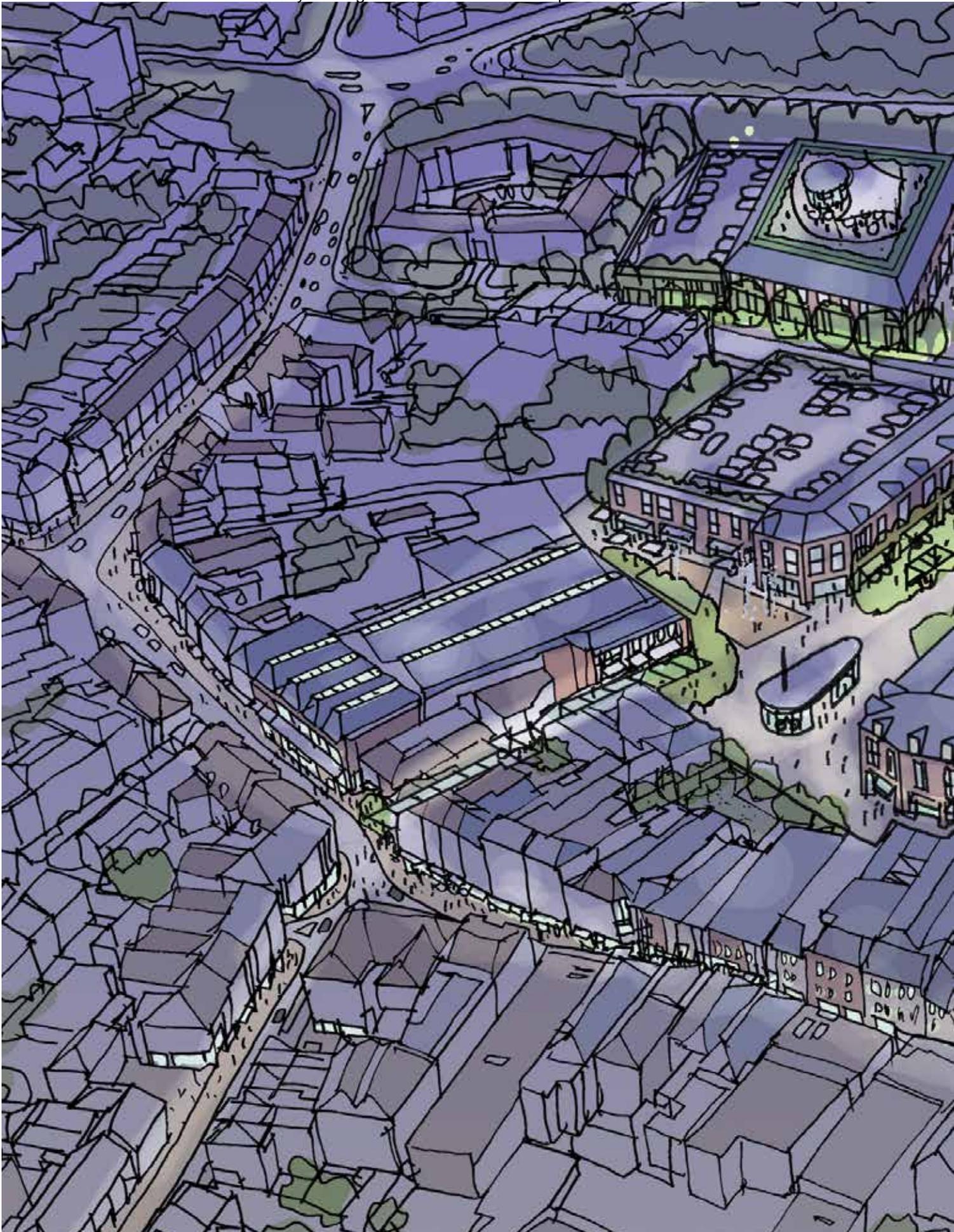




Figure 4.20 Artist Impression Aerial View of Long Term Masterplan at night

4.5 Long Term – Alternative Scenario

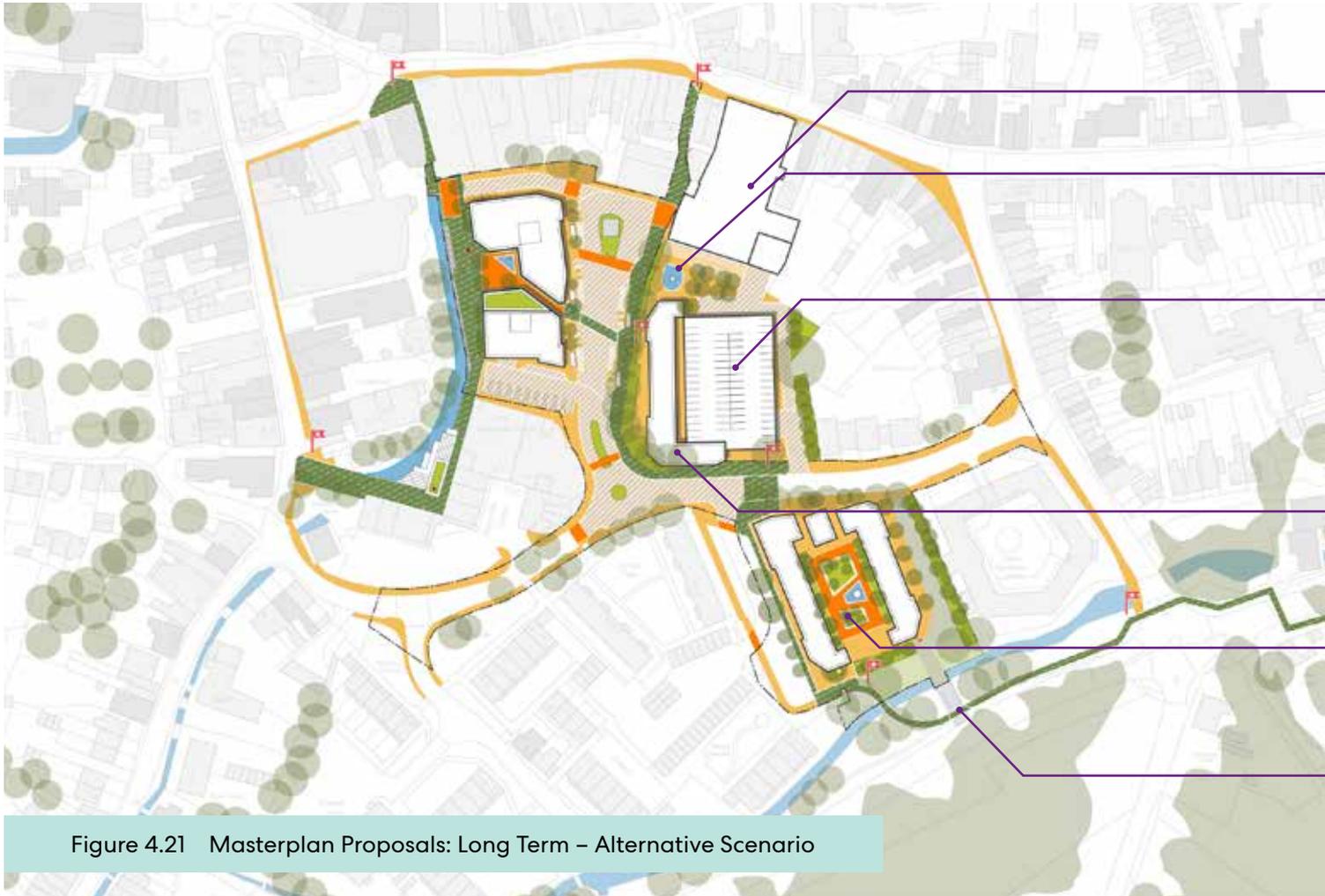


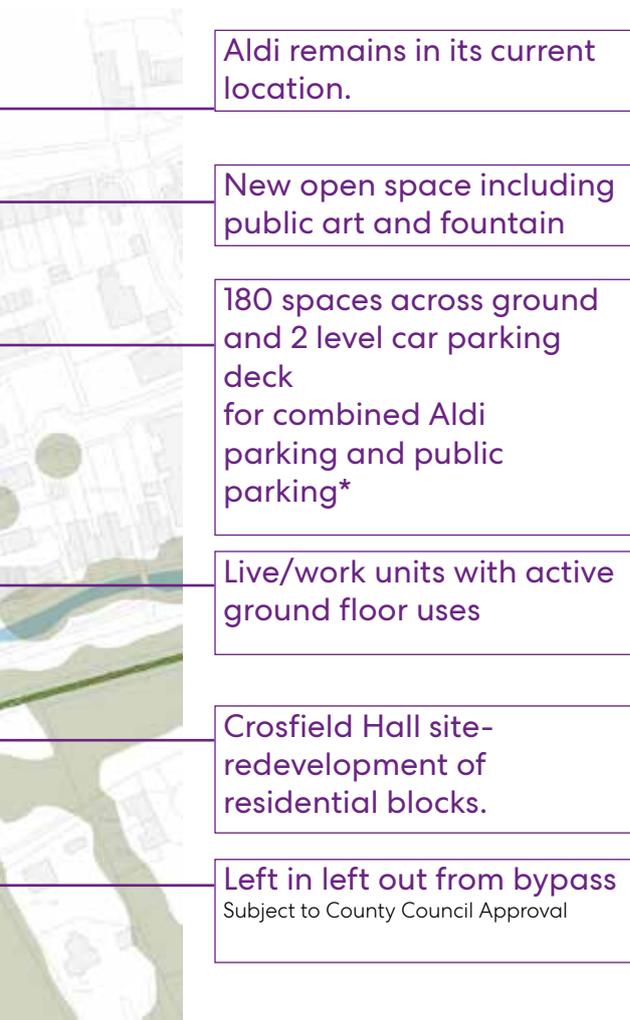
Figure 4.21 Masterplan Proposals: Long Term – Alternative Scenario

* Land not in TVBC ownership and subject to agreement. This scenario results in an overall reduction in the quantum of car parking compared to existing provision. This may however be in line with the long term desire/trend and a switch to more sustainable alternatives.

4.5.1 An alternative long term scenario has also been prepared to account for a situation in which Aldi stay in their existing building. In this scenario, the existing Aldi car park could be developed as above, to increase car parking capacity in a decked car parking structure, which would become the consolidated car parking location within the south of Romsey Town Centre area. The car parking structure would cater privately for Aldi car customers at the ground floor, as well as providing public car parking on upper decks. Residential or live-work units with active uses at the ground floor are proposed on the western edge of the car parking structure, in a wrap-around formation. Alternatively, a hotel may be desirable within the Masterplan area and this site may be suitable.

4.5.2 Critically, future development of the Aldi car park site would need to strike a balance between a comprehensive and efficient use of space, and complementing the character of the area and Romsey Town Centre. This is likely to result in less parking overall but this may be acceptable or even desirable as car usage changes over time.

4.5.3 Meanwhile, the Crosfield Hall site would be developed for residential or hotel development.



Crosfield Hall site redeveloped for residential

- Residential units / hotel use in multiple blocks across the site, over two to three storeys.

Aldi car park site redevelopment

- Aldi to stay within existing building;
- Existing car parking to be retained and enhanced, providing a level of decked parking to increase the overall parking capacity of the area to provide up to 180 car parking spaces in this location, shared between Aldi customers and public parking;

- This scenario would result in an overall reduction in the quantum of car parking compared to existing provision. This may however be in line with the long term desire/trend and a switch to more sustainable alternatives;
- ‘Wrap-around’ residential block, hotel or work-live units with active uses at the ground floor;
- Provision of public space along Broadwater Road;
- Provision of new public space between the building and proposed car park including public art and water feature.

4.6 Access and Mobility

4.6.1 A key objective of the Masterplan is to improve access to and from the town by sustainable methods of transport. By re-providing and enhancing the existing level of bus provision to the area via a new Mobility Hub, the Masterplan achieves future proofed and flexible mobility provision. One of the key benefits is that the existing bus routes would not need to be altered. All but the very largest coaches would also be able to use the Mobility Hub. In addition to buses and coaches, shuttles and future public transport solutions would be able to use the Mobility Hub. Service vehicles would be able to pass through the mobility hub to access the service lane at restricted times of the day.

4.6.2 The Masterplan also aims to improve access to Romsey Town Centre by walking and cycling, through improvements to walking and cycling routes and improving wayfinding and signage. A key function of the Mobility Hub will be to provide high quality bicycle storage and lock up facilities and a cycle hire scheme.

Other alternative modes of transport will also be prioritised, including mobility scooters.

4.6.3 The whole Masterplan aims to put pedestrians first. The south of Romsey Town Centre area has historically been prioritised for cars and car parking, and the Masterplan aims to swing the priority back in favour of people. The area will be easy to walk across with clear pedestrian routes and good quality pavement and landscaping.

4.6.4 Providing consolidated car park arrangements as part of the Masterplan is expected to reduce car traffic in the area, with less individual vehicles using the length of Broadwater Road as well as 'circling' to find a car park that is as close to their destination as possible. Electronic car parking systems can be installed to further reduce traffic, and provide drivers with advance information about where there are available car parking spaces.

Parking

Short Stay	
Broadwater Road	(84 spaces)
Church Road	(20 spaces)
Newton Lane	(70 spaces)
Lortemore Place	(109 spaces)
Crosfield Hall	(118 spaces)
Long Stay	
Princes Road	(45 spaces)
Alma Road	(202 spaces)
Romsey Rapids	(252 spaces)

Existing parking within Romsey

Extract from Andover and Romsey retail capacity & leisure study - 2018, Carter Jonas

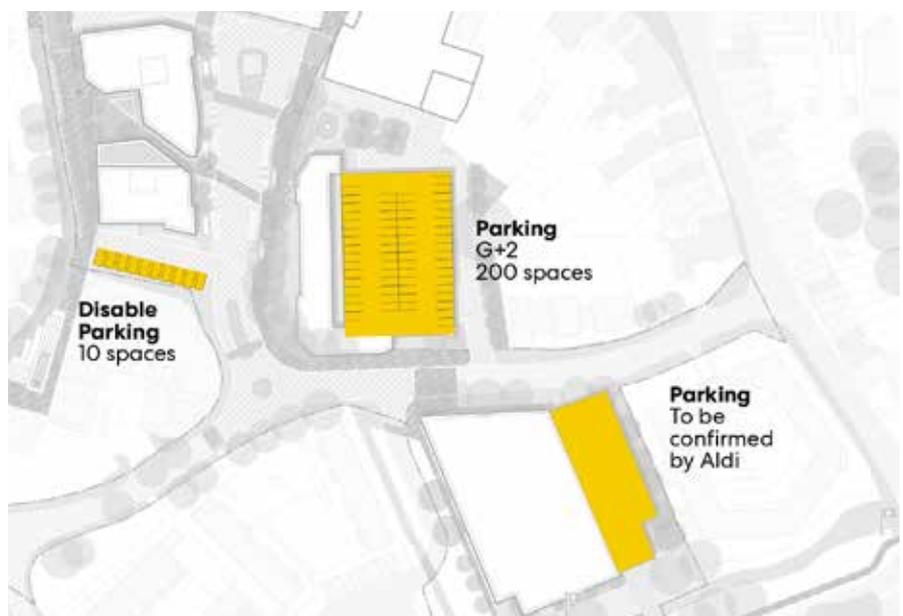


Figure 4.22 Illustrative potential parking capacity

4.6.5 Evaluation of parking need is recommended to be regularly monitored. Importantly, dedicated disabled car parking spaces would be located within the Fishlake Site, with the Masterplan showing 10 spaces between the new mixed-use development and Dukes Mill and immediately alongside the new central plaza.

4.6.6 An easily accessible taxi and private drop-off and pick-up bay would also be provided.

Mobility Hub Circulation

4.6.7 The configuration of the Mobility Hub circulation has been discussed with current bus operators for the town and received their support at this concept stage. It includes:

- Bus, shuttle, and coach turnaround north of Broadwater Road, contained within Test Valley land ownership.
- Turning movement size to accommodate double decker bus and standard coach sizes. Bus turn-around would complement the public realm. Opportunity for 'trip free', continuous surface that is suitable for bus turning manoeuvres.
- Servicing to the Hundred accessed through mobility hub.

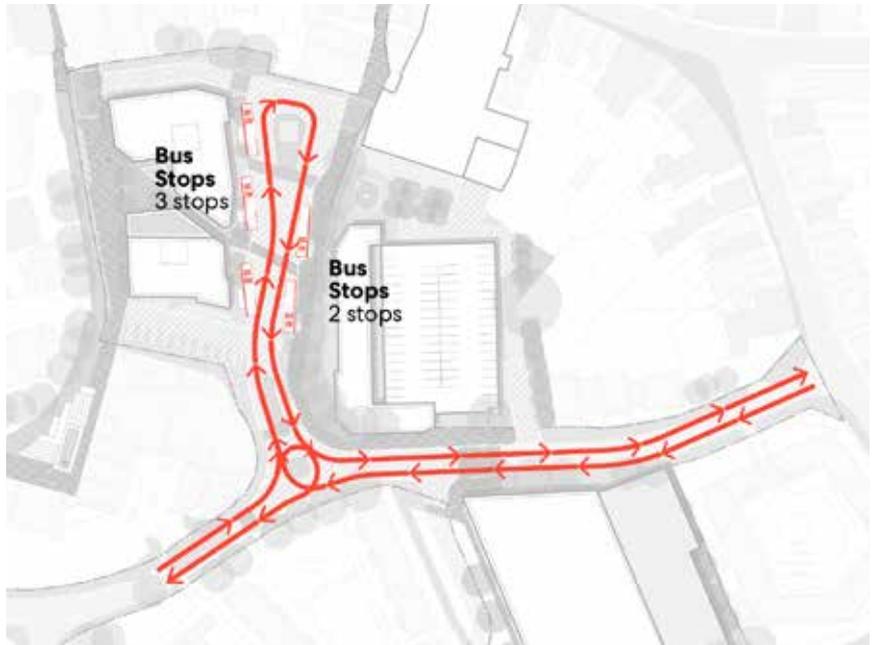


Figure 4.23 Mobility Hub Circulation

Mobility Hub

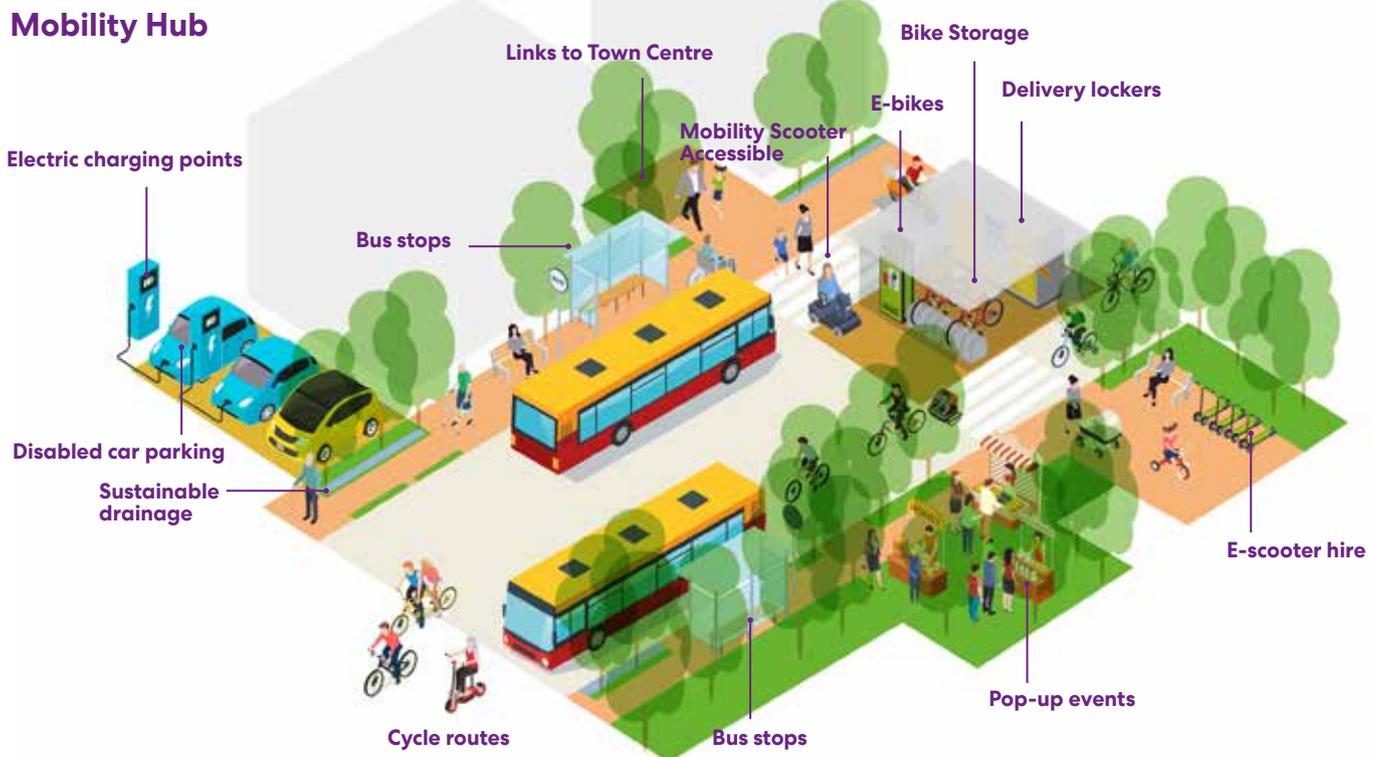
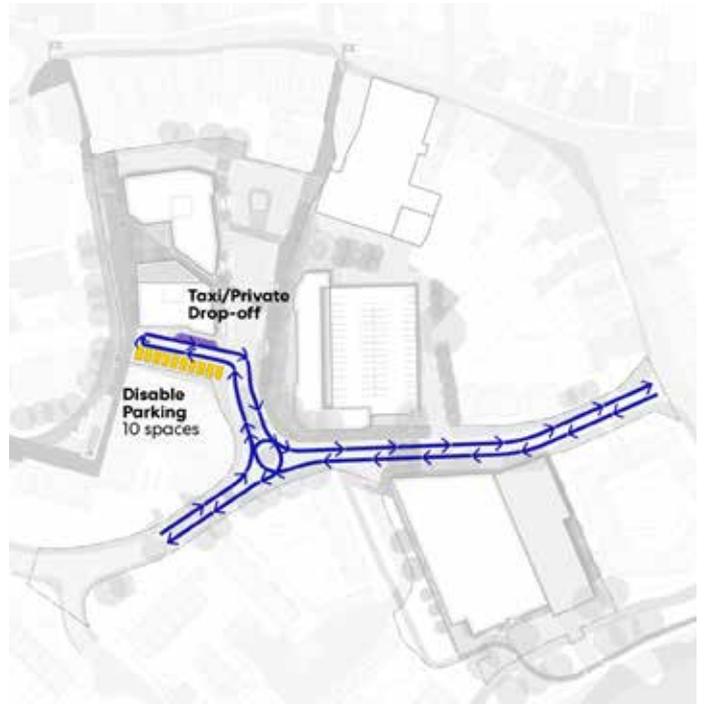


Figure 4.24 Illustrative diagram of wide range of transport and movement choices provided within the Mobility Hub

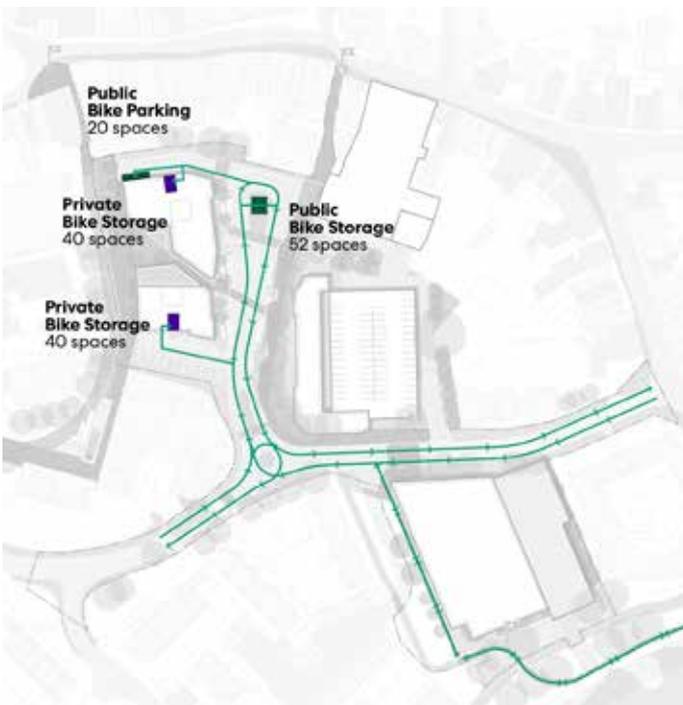
Source: Illustration elements from Freepik

4.7 Future Circulation

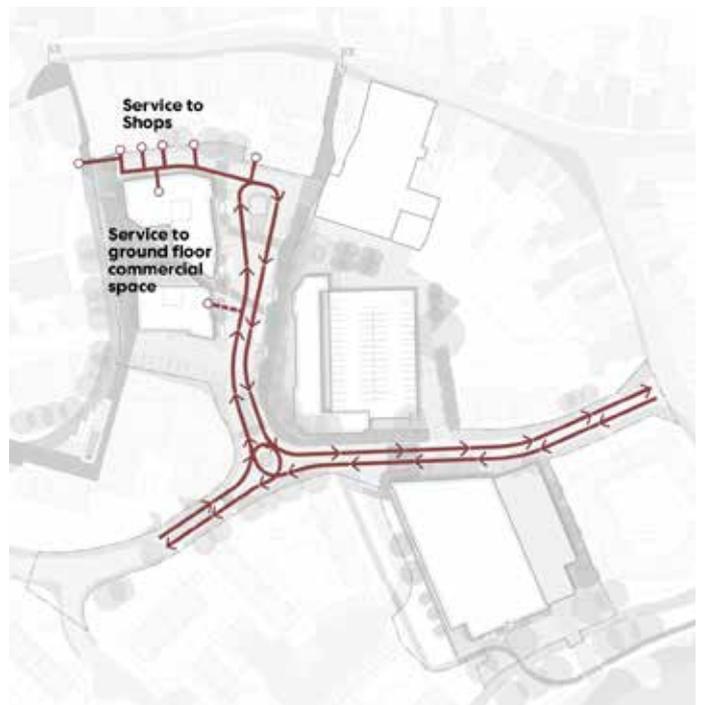
4.7.1 In addition to bus circulation within the Mobility Hub careful consideration has been given to movement of cyclists, taxi, and drop off services, disabled parking and services and deliveries. The diagrams on this page illustrate their conceptual layout and configuration within the long term Masterplan.



Disabled parking & taxi/private drop-off



Cycling & bike storage



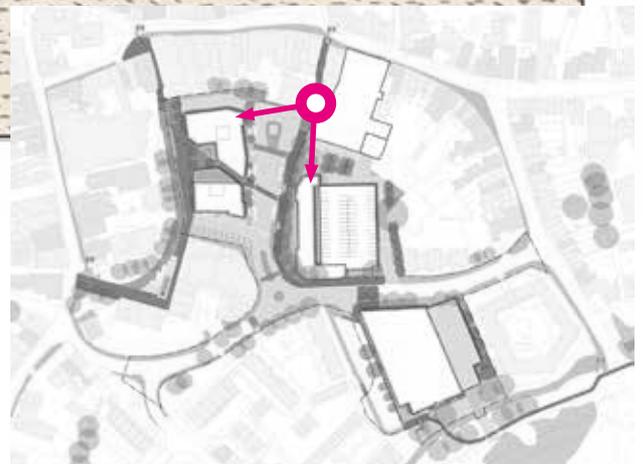
Servicing



Precedent images for high quality public realm and surface treatment



Figure 4.25 Artist Impression of Mobility Hub



5 | DESIGN GUIDELINES



Building design / specification

5.1 Buildings within the South of Romsey Town Centre Masterplan have a vital role to play in extending the town centre to the south and creating new townscape for residents and visitors to adopt and enjoy. In order to realise this the buildings will need to achieve a consistent and high level of design specification. There is an ambition for the site and Romsey to be as sustainable as possible. The buildings should:

- Seek to achieve a zero carbon in operation through the use of on-site renewables whenever possible;
- Give consideration to building specification including shared thermal requirements and electrical demand between uses, orientation, natural light, airtightness, window specification, natural ventilation methods and fresh air supply, minimizing water use, and reuse of water on-site, alternative heating and hot water supply, e.g. heat pumps and underfloor heating;
- Reduce the embodied carbon as much as possible through the use of construction materials that can be sustainably sourced, for example cross laminated timber or reclaimed/recycled brick from as close to the site as possible;
- Prioritise the use of enhanced Well Building approved materials (<https://v2.wellcertified.com/v/en/overview>) and avoid materials that negatively impact human health;
- Refer to current BREEAM/LEED/Well Building or equivalent rating systems for appropriate targets at time of design and construction. Consideration should be given to multiple certifications in setting project targets, rather than a single point of benchmark; and
- Be designed for 'loose fit' for adaptation to different uses with minimal building alteration.

Renewable energy / energy efficiency

5.2 All development needs to take account of the current climate emergency in its design and delivery. In doing so it must seek to achieve the highest levels of energy efficiency and reduce as far as possible the carbon used in its construction. Buildings within the South of Romsey Town Centre area should make

reference to current BREEAM/LEED/Well Building or equivalent rating systems for appropriate targets at the time of design and construction standards in their delivery. In addition, consideration should be given to features such as:

- Discrete solar energy generation on roof structures, either designed to blend in with the building or behind parapet roof line to avoid impacting the fit within the character of Romsey;
- Minimise spaces with air conditioning in favour of natural ventilation systems for both residential and commercial spaces;
- Use of green roof and green wall solutions to improve insulation and reduce heat loss during winter months and natural cooling in summer months.

Green and blue infrastructure

5.3 Increasing the visible and functional value of green and blue infrastructure within Romsey is at the heart of the Masterplan. The town has several unique assets in this regard including multiple historic streams and a large easily accessible hinterland of mature wood and parkland. Interventions within the town centre have historically not incorporated a strong focus on enhancing this green and blue or natural heritage and therefore opportunities are created for the Masterplan to refocus:

- Opening up of the Fishlake Stream for greater interaction with users, providing seating areas and a more natural feel;
- Incorporation of rain gardens to capture larger volumes of surface water and run off from roads and pavement feeding native vegetation and contributing to the wider water management network;
- Appropriate use of permeable paving to allow natural drainage across all development sites and public realm;
- Incorporation of intensive and extensive green roof systems on each development parcel, balanced against the need to respect the typical variety of roof design in Romsey;

- Creation of green walls for any proposed parking ramp structures to support natural habitats and wildlife movement;
- Planting of additional trees of suitable species following pedestrian and cycle movement paths to provide shaded attractive routes;
- Create biodiverse green and blue spaces with explicit considerations for the quality of the environmental microbiome and how these landscapes can facilitate health-promoting interactions.

Design Guidelines

5.4 The Masterplan Design Guidelines create the foundation for building a walkable, active, and vibrant development in Romsey. Building on the development principles, these guidelines support a strong public realm across the site by creating a high level guide for buildings that compose public space, orient activity to the street, and create a distinct feeling of place which is a natural extension to the town's already vibrant and popular The Hundred, Corn Market, and Market Place. The South of Romsey Town Centre is an extension of the town and in townscape terms should read as such, creating a seamless, integrated experience for residents and visitors.

5.5 The guidelines provide for a diverse mix of uses across different portions of the site, allowing for flexibility where needed. The guidelines are organized around two fundamental elements – Building and Public Realm. Beginning from this organisational framework, the guidelines specify appropriate building scale and activity across the development. The guidelines create a set of baseline criteria from which to begin the development brief process between TVBC and other parties, providing a clear set of expectations.

General Guidance

5.6 Future development proposals and detailed design for the South of the Town Centre would be expected to also comply with local plan policy, Romsey Town Centre Conversation Area Appraisal guidance, and any relevant supplementary planning guidance.



Romsey Rooftops



Romsey Ground Floor Frontage

Design Guidelines 1: Building

- **Height:** An important factor regarding heights is the need to consider how the development will sit within the hierarchy of buildings within the town centre.
 - a. **Fishlake site** – Height is recommended as 3 floors, with opportunity for taller elements towards Dukes Mill, subject to the creation of an appropriate roof form and impact on adjacent properties.
 - b. **All other future development** – Height is recommended as 3 floors, with opportunity for taller elements up to 4 floors subject to the creation of an appropriate roof form and impact on adjacent properties. Height should balance with surrounding properties including the three floor Aster Estate properties and the three floor Eastwood Court. It should also reflect the need to make most efficient use of the land within the town centre - single story development should therefore be avoided.
- **Massing:** Should reflect neighbouring buildings and respond to and protect the setting of nearby heritage assets and important views.
 - a. **View to Romsey Abbey** – development should respect and maintain views toward the Romsey Abbey tower where they contribute to visitor wayfinding through the town. A view towards the top of Romsey Abbey's tower has been identified from approximately the location of the current taxi rank. This view should be considered when planning the massing and layout of development on the Fishlake site.
 - b. **Fishlake site** – Massing should be broken into smaller development volumes which enable appreciation of the historic mix of blocks and building sizes in Romsey. Within the massing of individual buildings, changes in roof-line and roof style can be used to further breakdown the overall appearance of building massing. Pitch roof forms should be used toward the northern

end of the site to respond to the Bradbeers extension, while flat roof forms with parapets may be appropriate to the south.

- c. **All other future development** – Massing should be broken into recognisable elements, particularly for building frontages over 21m in length, to reflect the variety in street frontages within Romsey. A typical town centre frontage is between 6-8m (from the original burgage plot pattern), with larger frontages reserved for buildings such as the town hall, Corn Market, and The White Horse of around 10-12m. Building elements not facing public open spaces or main pedestrian routes should appear subordinate in massing to indicate hierarchy within the built form.

- **Ground Floor Frontage**

- a. **Ground floor frontage** is required to have a consistent floor to floor height of 5 metres to allow flexibility in the use of the space, ranging from retail, to community, and flexible commercial space.
- b. **Buildings should provide the maximum area of active frontage** (shop window, building entrances, etc.) as possible. Preference for active frontages will be to Public Open Spaces, pedestrian routes, and the mobility hub. On these façades a maximum of 6m will be permitted as continuous blank façade where necessary for building design. In these cases, green walls or wall art should be used to enliven the blank areas of facade.
- c. **Shop fronts**, in particular, should seek to create transparency into the activity within the building. Stallrisers at the base of the window should be approximately 0.5m in height and form a consistent level within the development. Fascia should also be at a consistent level of generally less than 0.4m depth to not appear overly dominant at the frontage, and retain proportionality with the historic shop fronts within the town centre. No set back of the building line will be permitted at ground floor.

- **Architectural Detailing and Materials**

- a. **Roof tops** – consideration should be given to the character and variety of roof pitches within Romsey. Roof pitches are viewed alongside other buildings adding interest to the town's skyline. Dormer windows and creative use of glazed gable ends can be used to provide useable roof space at upper levels.
- b. **Green Roofs** – green roofs will be encouraged, but care will be needed not to conflict with the characterful and varied pitch roof-lines of the town centre. Between 20-30% of any roofscape can be expected to be planted in either intensive or extensive green roof.
- c. **Accessible roof terraces** – within the Fishlake site accessible roof space for amenity can be provided at first floor level above commercial units providing there is no detrimental impact on operational function of the commercial activities below and the provision of green roofs/SUDS.
- d. **Balconies** – in order to provide outdoor space for residential units, light weight balconies that do not distract from the form and massing of the overall building can be used.
- e. **Materials** – Development should preserve and enhance the character of Romsey, as such the highest quality of materials and detailing should be sought. Materials should wherever possible be locally sourced and include red brick, white rendered plaster, stone detailing, alongside modern sustainable materials such as cross laminated timber (CLT).
- f. **Articulation** – Stone detailing and a change of materials at the base of buildings can be used to ground the development and add prominence to the active ground floor uses, as is similarly seen for buildings within the Hundred and the Corn Market square. Such detailing will aid in the continuity of buildings within the south of town centre forming a continuation of the town centre rather than appearing as a separate entity (as Dukes Mill does at present).



Source: Robert Bray Associates



Source: Robert Bray Associates

Reference images of rain gardens

Design Guidelines 2: Public Realm

- **Open spaces and plazas** – The public realm will be responsible for providing a healthy, safe, attractive, and convenient environment within which to explore Romsey as well as places to linger, socialise, and enjoy the qualities of the town. It is not the intention of the Masterplan to create large open spaces which are out of character with the close-knit scale of the historic core of the town.
 - a. **Plaza spaces** – as in all successful European towns a network of small open spaces provides space for the daily life of the town to take place.
 - i. The Fishlake site should provide an open plaza space that complements the Corn Market and Market Square. It should be subordinate to the Market Square and should not compete in size, however, it should provide a different environment that is more natural and allow sufficient space for shade trees and outdoor seating. Dimensionally the space should not be less than 180 square metres.
 - ii. The Aldi long term development site should include a publicly accessible plaza of not less than 300 square meters providing access and additional public space to support the Mobility Hub, as well as providing access to the southern entrance of the Aldi unit.
 - b. **Pedestrian paths** – Promoting pedestrian movement along streets and within plaza space is of critical importance for the south of the Romsey Town Centre. Paths should be a minimum of 2m in width and have trip free surfaces. Where pedestrian paths meet roads, continuous surface for pedestrians should be achieved. Clear pedestrian paths through plaza space of 3m in width should be established along desire lines leading towards the Corn Market and Abbey from the Mobility Hub and car parking locations.

- **Water and Urban Greening** – natural elements within the townscape are of high value to the citizens of Romsey and should be integrated within all future development. Developments should demonstrate an approach to water and landscape that has coupled benefits for each, and wider public health benefits for the town.
 - a. **Stream** – Fishlake Stream should become a centrepiece in the town providing a focal point for extended lingering while watching the stream in convenient seating places. Water run-off from the public realm should be captured in rain gardens and cleaned before being allowed to run into the stream.
 - b. **Stream** – water runoff from the public realm should be captured in rain gardens and cleaned before being allowed to run-on into the Tadburn Lake.
 - c. **Trees** – a typical distance of around 5m from new trees to building frontages should be ensured to allow for safe and convenient circulation to the building frontage. Typical street tree maximum of 4.5m radius is assumed for long term growth.
 - d. **Tree Canopy** – cover for plaza spaces should be between approximately 50% of the space once matured, in order to provide good levels of shade in summer without completely removing access for direct sun to seating areas and low-level planting.
 - e. **Planters** – to increase flexibility, movable planters that can be replaced and moved for events should be considered for use within plaza spaces as an alternative to permanent planters.
 - f. **Rain gardens** – strategically located to align with water run-off and where pedestrian pathways permit sufficient width, rain gardens should be used to manage, and slow water run-off from streets. These should be treated as integral components in the public realm and characterful features creating a sub-network of water management within the south of town centre.
 - g. **Landscaping strategy** – ensure biodiverse green and blue infrastructure is promoted in any planning for community spaces – to support immune-regulating interactions with diverse environmental microbiomes e.g. through plant selection, soil quality assessments and spaces that support human–nature contact.
- **Hardscape Materials**
 - a. **Mobility Hub** – materials that are of sufficient quality to withstand bus turning movement while also maintaining an attractive public realm treatment should be used. Methods of achieving continuous surface for pedestrian desire lines while also allowing convenient operation of kneeling buses for level access should also be explored.
 - b. **Pedestrian paths** – continuous trip free surface of flagstone pavers or brick, in a local yellow sandstone tone, should be used to provide continuity of experience from within the centre of the town through to the south of town centre.
 - c. **Plaza space** – trip free permeable paving should be used in a local sandstone tone to complement the character of the conservation area.
 - d. **Cycle lanes** – Due to the slow-moving nature of traffic within the south of the town centre, cycles should share the road with vehicles. Connecting from Broadwater Road and south to the Bypass, a pedestrian route of 2m should be joined by a cycle path of 3m in width to allow two-way cycle movement. This should be continued over any new pedestrian/cycle bridge that crosses Tadburn Lake.
 - e. **Continuous surface roads** – Road surface bonding that follows recent upgrades to Bell Street and the Market Place should be adopted for any new narrowed road surface.

6 | DELIVERY

Introduction

6.1 The ongoing and dynamic situation arising from Covid-19 and Brexit negotiations, and the impact that this will have on the economy and society, makes forward predictions very difficult. For this reason the Masterplan represents strategic guidance that can flex as circumstances change. The plan is, however, clear and grounded in the opportunities and constraints that exist at the time of writing.

6.2 The Masterplan provides a vital platform for the transformation of the South of Romsey Town Centre so that its inherent potential can be realised and in turn underpin an even more resilient Romsey. It also provides the basis for which TVBC can appropriately update its Local Plan and create a new Supplementary Planning Document. By integrating the Masterplan within planning policy, Romsey Future and TVBC will be able to provide the certainty that future investors and developer partners need (more on this in Section 7, Next Steps).

Summary of Market Appraisal

6.3 The Masterplanning team has sought the input of TVBC's development consultants, Lambert Smith Hampton (LSH), to support the project's development. The Masterplan includes an indicative and high level phasing scenario and some broad assumptions around timing. This approach is set out below.

6.4 LSH provided market input into the Masterplan as it was developing, including on the proposed uses and a number of their key observations are summarised below:

- Proposals for a residential led mixed use scheme on the Fishlake site are likely to be well received in the market and viable within a reasonable timescale.
- The town centre residential market was positive

and new build modern homes in the town centre, including on the Crosfield Hall and / or Aldi car park site should be well received by the residential market and retirement sector.

- Residential elements of the proposals may be suitable for a Build to Rent scheme. The proximity of the Masterplan area to the train station suggests a Build to Rent scheme might work well in this location.
- Whilst residential is likely to create more value, a hotel use might be viable in the Masterplan area and could add another dimension to the town centre. The plan might therefore wish to retain some flexibility in this regard.
- Soft market testing revealed reasonable interest in new build commercial space in Romsey Town Centre from a range of national and regional occupiers. It is anticipated that this interest will continue to grow as the proposed development at Whitenap is brought forward.
- Any proposed commercial space should be allocated for flexible uses to address the uncertainty and on-going fluctuations in the market. The emerging Local Plan should support this allocation to support long term viability.

Commercial Delivery

6.5 The Masterplan is likely to be delivered in partnership with the private sector. As part of the consultation process, the consultant team sought the informal and high level opinion of developers on the emerging Masterplan.

6.6 The discussions were very useful with a number of key insights and observations being shared. For example:

General

- Successful places are a combination of experiences, create a people-centric new place, 'make happy those that are near, and those that are far will come';
- Overall, the South of the Town Centre is an opportunity to make the town centre more 'compact' by embracing under-utilised sites and integrating them into an extension of the existing retail core.

Transport & Movement

- Important to optimise and integrate public transport infrastructure;
- Important to link up and augment existing pedestrian/cycling routes;
- Ensure that the likely requirement/trend for less car parking in the future can be accommodated;
- Condensed public car park car parking in one location and using a flexible structure is positive;
- De-traffic Broadwater Road as much as possible to provide more of a street feel / new building frontages;
- Optimise the existing waterways. The Fishlake Stream could provide a good focus / destination.

Uses

- Ensuring flexible space for a range of uses that are convenient or experiential and that are currently missing from Romsey's offer;
- Aldi not currently fronting the Hundred has an impact on the high street function;

- Retain some community hub (uses plus meeting spaces) to drive footfall and support the evening economy;
- Carefully select the type of homes provided for maximum benefit.

Design and construction

- Height could be up to a storey higher in places and not detract from the town character. This would also support viability;
- A timber frame might be possible rather than concrete to reduce costs. This more feasible for developments of four storeys or less.

Delivery

- Important to focus the plan on landownership / deliverability / phasing;
- At the next stage of delivery, it will be important to consider what sort of infrastructure is in the ground at present, e.g. Broadband will be increasingly important to facilitate working from home/local businesses;
- Important to undertake the public realm works prior to anything else happening. This enhances the overall desirability, and means more interest later from investors;
- Funding options and partnerships will be important to get right and de-risk issues around for example construction, materials and labour supply chain.

Phasing

6.7 It is anticipated that the Masterplan will be delivered over a 10 year period. There are currently 3 phasing scenarios and all primarily focus on TVBC's ownership. There are likely to be other potential scenarios and these would be considered against the guidance and principles contained within the Masterplan.

6.8 Where there have been positive discussions with other owners / occupiers these have been included. The scope of the Masterplan and phasing will be reviewed if additional land opportunities come forward.

6.9 Phasing spans the short to long term and follows a number of key steps as set out below. Both of the diagrams on this and the next page cover the same scenarios. They are set out in table and flow chart form to illustrate the sequence of actions to implement the Masterplan.

Term	Step	Scenario A	Scenario B (Aldi Moves)	Scenario C (Aldi Remains)	Timing Assumption
Short	1	Preliminary - Public Realm Improvements <i>Funding assumption: Combination of HCC and TVBC funded via S106, CIL, LEP</i>			1-3 years
Medium	2	Redevelop bus station site – new mobility hub provided, demolition, mixed use redevelopment			3-5 years
	3	Crosfield Hall – demolition, demountable car parking, temporary landscaping* An alternative exists to use surface parking, and not include demountable parking, if a reduction in parking need is appropriate			3-5 years
Long	4**	N/A	Crosfield Hall – new Aldi store plus parking Existing Aldi car park site - decked demountable parking (potentially relocated from Crosfield Hall site), residential block	Crosfield Hall (Phase 1) – demountable car park (if not included in step 3), and residential block	5-10 years
	5	N/A	Existing Aldi store - re-purposed for commercial/ community uses	Existing Aldi car park site - decked demountable parking (potentially relocated from Crosfield Hall site), residential block*** Crosfield Hall (Phase 2) - redevelopment of remaining site following relocation of demountable parking	5-10 years

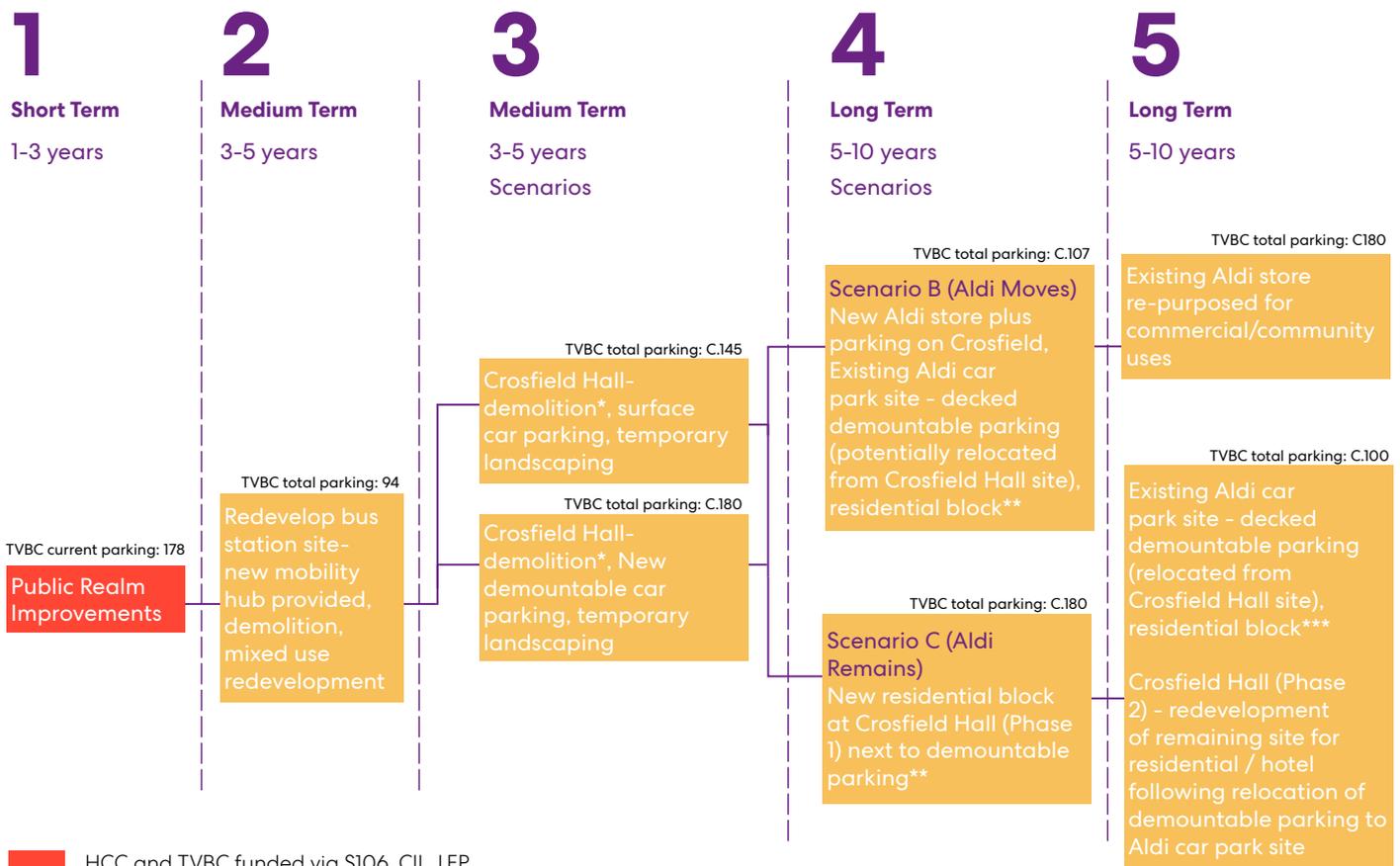
* replacement community provision will be in place prior to demolition of the existing Crosfield Hall facility

** In Scenario B and C, Step 4 could feasibly occur without the need for Step 3, depending on site negotiations

*** subject to agreement with the owner and support for an overall lower level of car parking than the existing combined spaces

Table 6.1 Indicative Phasing Options

Figure 6.1 Indicative Phasing Options Flow Chart



* replacement community provision will be in place prior to demolition of the existing Crosfield Hall facility

** In Scenario B and C, Step 4 could feasibly occur without the need for Step 3, depending on site negotiations

*** subject to agreement with the owner and support for an overall lower level of car parking than the existing combined spaces

Current parking space numbers taken from Car Park Study Andover and Romsey Parking Study, 2018, Table 5.5

6.10 With regards to the above, it is important to note that unless a number of the sites are developed in tandem, then a temporary shortfall in parking will occur. If this was not possible, or there was a temporary loss during construction or was otherwise desirable, then alternative parking may be found elsewhere, for example at The Rapids.

6.11 A detailed viability appraisal has not been undertaken at the Masterplan stage. This will follow at the next stage of delivery when further detailed design work has been undertaken.

Relocating Aldi

6.12 With regards to the relocation of Aldi to the Crosfield Hall site, discussions with Aldi have been positive. Aldi's existing store is not optimal and they are keen to relocate to a new store on the Crosfield Hall site. The size of the Crosfield Hall site as it currently stands, however, does not meet their ideal specification when including full car parking requirements. Notwithstanding this, conversations are ongoing and Romsey Future remains positive that as the Masterplan develops a solution that works for all parties will be found.

6.13 In this respect it should be acknowledged that a Masterplan is not a blueprint or scheme design, but a process and a vehicle to encourage positive change and a platform for further detailed discussions.

6.14 In the event that a solution cannot be found to relocate Aldi to the Crosfield Hall site which satisfies all parties, an alternative scenario exists (see Scenario C in Figure 6.1) which would allow for redevelopment of the bus station site, Crosfield Hall site, and potentially Aldi car park, and this would represent a strong and positive outcome for Romsey.

Existing Crosfield Hall

6.15 A review of the need / demand for community facilities within Romsey is underway at the time of writing and this includes a review of the facilities provided in the Crosfield Hall. The type, distribution / location and cost of future facilities is therefore unknown. It is assumed therefore that some facilities will be provided within the Masterplan area and probably as part of the bus station redevelopment. Other locations for new or enhanced existing facilities may include for example the Rapids, the Town Hall, and the British Legion, subject to discussion with owners.

7 | NEXT STEPS

7.1 The Masterplan was approved and published by Romsey Future and Test Valley Borough Council in September 2020. The key next steps are discussed in the sections following.

Romsey Future Refresh

7.2 Romsey Future expect to launch a refresh of their Vision and Principles at the end of 2020. The refresh will be an opportunity to take stock of the organisation's achievements so far, as well as formulating a new set of intentions for the future. The delivery of the Masterplan is expected to become a key priority for Romsey Future.

Ongoing Co-production with the Community and Local Businesses

7.3 Romsey thrives by having an active and involved community. The community and businesses have been heavily involved throughout the preparation of the Masterplan and this engagement and co-production should continue as detailed plans are developed and delivered. Romsey Future is expected to play a key role in ensuring that local residents and members of the wider community are given the opportunity to contribute to decision making.

Planning Process

7.4 TVBC will take the Masterplan and embed the key principles within the emerging "Next Local Plan" for Test Valley. This plan is currently at the Refined Issues and Options stage with a summary of consultation feedback published in June 2020. The Next Local Plan is anticipated being adopted in 2024.

7.5 Developing and adopting the Next Local Plan will invariably take time but this needn't stop the Masterplan from being delivered. The plan can be justified now within the context of the existing Local Plan and National Planning Policy Framework.

7.6 Furthermore, and in order to increase certainty and maintain momentum, the Masterplan is expected to be endorsed by the Council as a material planning consideration and formalised through the production of a formal Supplementary Planning Document next year.

Community Facilities Strategy

7.7 A review of community hall type provision is currently underway in Romsey. Romsey Future, with support from RPT Consulting, is currently seeking to understand the scale and size of community facilities that are required to meet the needs of Romsey and the surrounding area both now and in the future.

7.8 Currently Romsey is served by a number of community and church halls, including Crosfield Hall which is owned and maintained by the Council.

7.9 Once completed, the study will inform the nature and size of the community 'hub' facility that will need to be provided within the Masterplan area and meet the needs of a growing town and catchment.

Partnering/Funding Strategy

7.10 As already noted, TVBC own the key sites within South of Romsey Town Centre. This makes a proactive approach to regeneration and direct development achievable. There is the opportunity therefore to explore

establishing a partnership with the private sector to kick start and deliver a significant proportion of the Masterplan as envisaged.

7.11 The Council also have a pivotal role in delivering the key short term improvements to the public realm and providing gap funding to support redevelopment if necessary in partnership with the County Council and other partners through Section 106 and Community Infrastructure Levy payments from planning applications elsewhere as well as other funding sources including the Local Enterprise Partnership. It is expected that the public realm improvement works would also make the area even more attractive to private investment and would be the catalyst that leads to the medium and long term stages coming forward.

7.12 Further work will be undertaken on this as part of the New Local Plan process.

Ongoing Discussions with Landowners

7.13 Aldi – as discussed in the previous section, discussions with Aldi in relation to them relocating to a new store on the Crosfield Hall site have been positive. TVBC will have more detailed discussions with Aldi following the Masterplan's publication.

7.14 Other landowners of adjoining or nearby sites – it is expected that the Masterplan will provide the impetus for other landowners to come forward and discuss with TVBC their aspirations and how these may fit with the Masterplan principles or across the town more widely.

Complimentary initiatives

7.15 Developing a 'Green, Grey, and Blue Infrastructure Strategy' – through the Masterplan process, a real ambition has arisen to ensure that the town's resilience is protected and enhanced and that includes ensuring that the regeneration of the area is sustainable and cutting edge. The value of well-considered 'green, grey and blue' infrastructure is multi-fold and the benefits cover health, climate and commercial.

7.16 Therefore, to underpin and inform the next detailed design stage, TVBC will develop a Green, Grey, and Blue Infrastructure Strategy for South of the Town Centre and the wider area as required. The Strategy should incorporate biophilic design and biodiverse green and blue spaces with explicit considerations for the quality of the environmental microbiome and how these landscapes can facilitate health-promoting interactions. This should include topics such as, plant selection, soil quality assessments, and spaces that support human-nature contact.

7.17 Development of a marketing and branding strategy – the Masterplan should form the basis of a branding and marketing initiative linked directly to the various key steps and to support an up-tick in visitor numbers. This requires the public as well as private sector, investors, end-users and existing businesses to all pull together. Romsey Future would be well placed, with input from the Town Centre Manager, to prepare or manage the preparation of the Strategy.

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Romsey Future

South of the Town Centre Masterplan



Romsey: South of Town Centre Masterplan

Baseline Report

October 2018

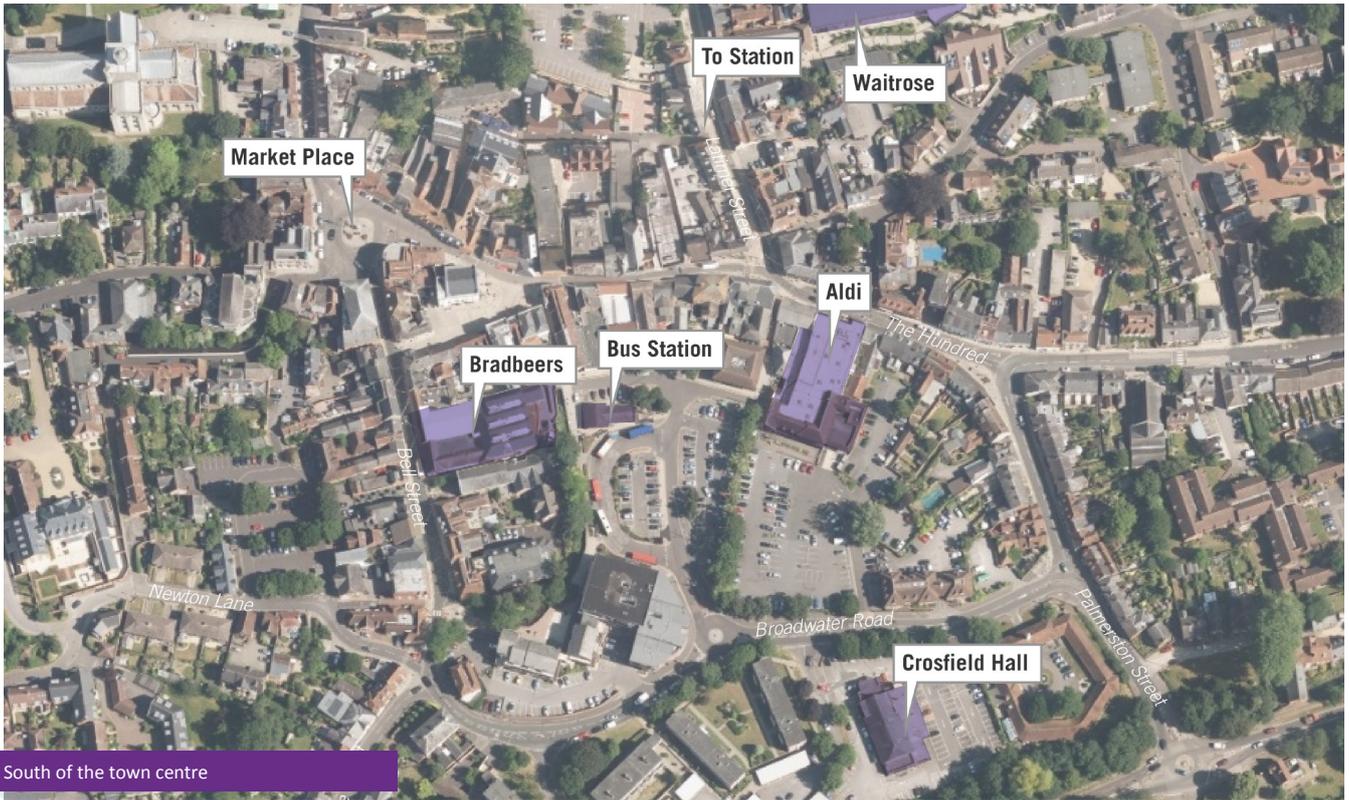


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- 1 – Introduction
- 2 – Local Context
- 3 – Planning Policy Context
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- 5 – Environment and Infrastructure
- 6 – Traffic, Transport and Parking
- 7 – Conclusion

1 | INTRODUCTION

- 1.1 In 2018, the Romsey Future Partnership, in conjunction with Test Valley Borough Council, commissioned Nexus Planning, Perkins + Will, and Alan Baxter Associates to work in partnership with them to undertake a wide-ranging consultation exercise and prepare a masterplan for the area described as 'Land South of Romsey Town Centre'.
- 1.2 The main objective of the work is to develop a vision and masterplan in partnership with the community and other key stakeholders which will help to contribute to the vitality and viability of the wider town centre and Romsey. Test Valley Borough Council, along with its partners, intends to use the masterplan as a blueprint for the future of development throughout the site to deliver improvements, attract inward investment and inform decisions.
- 1.3 The purpose of this Baseline Report is to provide an early evidence base to support the next stages of work. The Baseline Report presents the results of a number of interrelated lines of enquiry concerning the current composition and performance of the wider town centre, its physical environment and infrastructure, and relevant local policy. In doing so we seek to draw out the wider town centre's existing assets and opportunities for improvement. Our further work will build on these findings to develop the masterplan for the Land South of Romsey Town Centre and the strategic options for delivering this vision.
- 1.4 The remainder of this report is set at as follows:
- **Section 2 – Local Context**, in which we provide an introduction to Romsey and the community context under which the master plan will be prepared;
 - **Section 3 – Planning Policy Context**, in which we set out the strategic context for the development of the masterplan;
 - **Section 4 – Conservation and Heritage**, in which we provide an assessment of the historic environment;
 - **Section 5 – Environment and Infrastructure**, we consider key environmental issues relevant to the study;
 - **Section 6 – Traffic, Transport and Parking**, we assess the current transport position including car parking and accessibility;
 - **Section 7 – Conclusion**, providing a conclusion and guide to next steps of the project.
- 1.5 This document will be a 'live' document throughout the master planning process, and as new information emerges, can be further expanded.



South of the town centre



Market Place



Stirling Walk pedestrian connection



Retail and residential development north of Broadwater Road



Edwina Mountbatten House



Crosfield Hall - Council owned Hall and car park



Bradbeers Department Store

2 | LOCAL CONTEXT

Introduction to Romsey

- 2.1 Romsey is a compact market town in southern Test Valley in the heart of Hampshire. The town is home to over 14,000 residents and is located 11 kilometres northwest of Southampton, 18 kilometres southwest of Winchester, and 27 kilometres southeast of Salisbury. It is served by a train station that is in walking distance of the core town centre, and a bus interchange which is right in the centre of town.
- 2.2 Romsey Town Centre has a unique history, benefiting from medieval architecture, and has numerous heritage listed buildings. The town's Abbey, in particular dates back to 907 AD, and creates a stunning backdrop for the town. Romsey Town Centre serves both its residents and those of its immediate rural catchment as a shopping, service and business destination. Romsey is set apart from other immediate town centres by its historic character. In addition, the mix of town centre uses has a positive effect on its viability and vitality.
- 2.3 The core town centre area is comprised of The Hundred, Bell Street, and Church Street. The Hundred is the main shopping street, providing a mix of food stores, clothing stores, restaurants and an Aldi supermarket. The other main food supermarket is Waitrose, which is located with pedestrian access from Latimer Street.
- 2.4 Romsey is classed as a 'major centre', making it one of the most important settlements within the County. The area is predicted to grow, as a result of the number of planning permissions and allocations, the largest of which is the Whitenap site, which will include 1,300 new homes, as well as employment and community facilities. The Whitenap

allocation is discussed further in Section 3.

Community Facilities

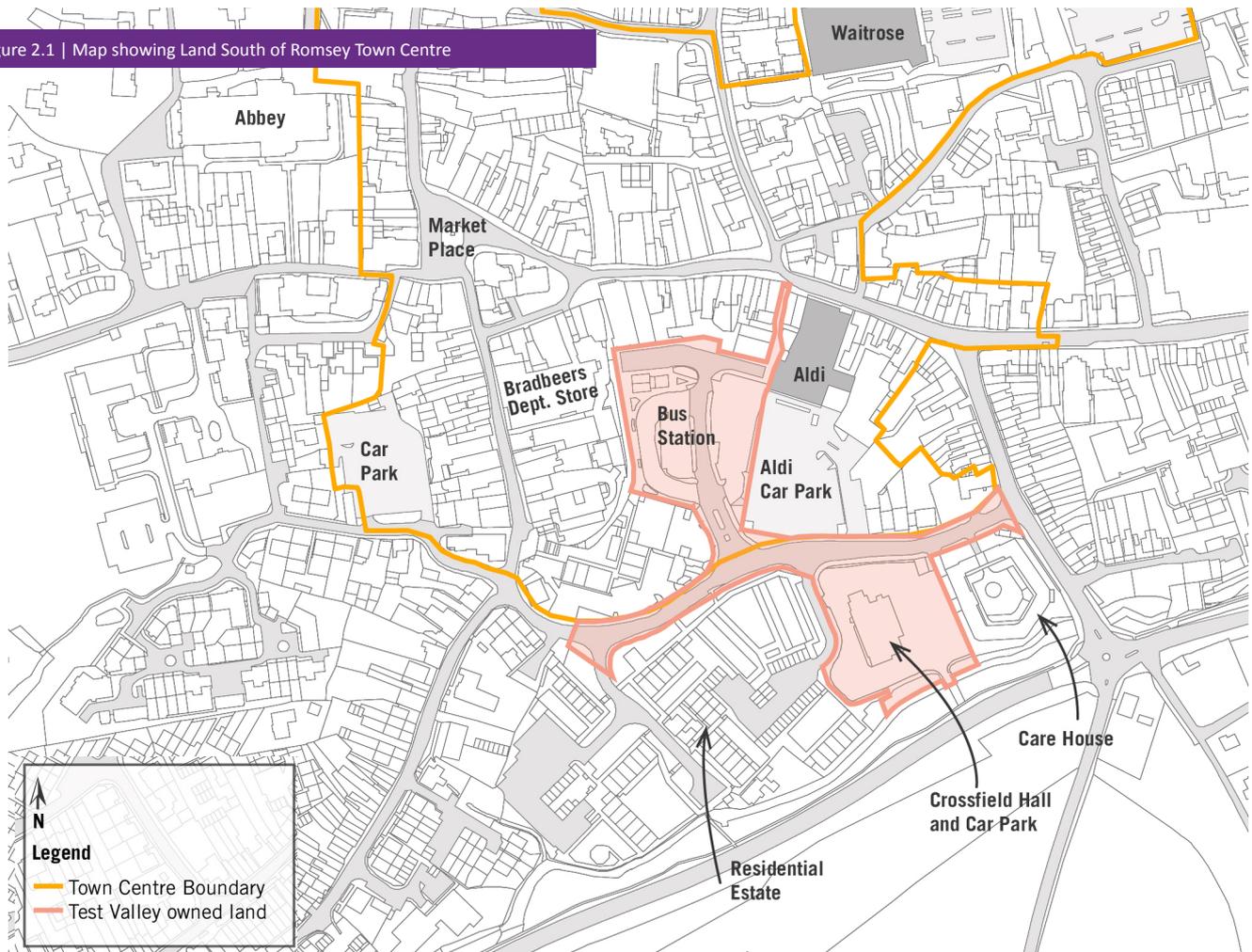
- 2.5 The town is served by one leisure centre, called The Rapids. The Rapids is located just south of the town centre, located on the corner of Bypass Road and Southampton Road. The Rapids is operated by Places Leisure in conjunction with Test Valley Borough Council. The centre's facilities include a swimming pool, gym, studios, group cycling, squash courts, meeting rooms, crèche, and a café.
- 2.6 The Romsey Library is located on Station Road, between the town centre and the train station. The library is operated by Hampshire County Council and is open on Monday, Tuesday, Thursday, Friday and Saturday.
- 2.7 There are a number of schools located within the vicinity of the town centre, including:
- The Romsey School (Secondary School)
 - Romsey Primary School
 - Romsey Abbey Church of England Primary School
- 2.8 Romsey Town Centre hosts a number of markets, including:
- Romsey regular market, which operates every Tuesday, Friday and Saturday, and is located in the Corn Market;
 - Hampshire Farmers Market, which operates the first Sunday of each month in the Alma Road car park;
 - The Romsey Antiques, Collectables and Decorative Arts Market, which is a biannual event held at multiple locations throughout the town;

- French Food and Brocante Market, which was held for the first time in March 2018 and is proposed to happen annually;
- Plans to incorporate and promote a 'Romsey Youth Market' as part of the Romsey regular market from Spring 2019.

The Study Area

2.9 Land to the South of the town centre will have a critical role to play in the next stage of Romsey's future, particularly given the historic nature of the majority of the core town centre area, the Conservation Area status (part of which also covers the Study Area) and lack of available sites within the wider Romsey town area. The area has been identified in the Test Valley Borough Revised Local Plan DPD 2011 - 2029 as an area for redevelopment with potential for improvements in terms

Figure 2.1 | Map showing Land South of Romsey Town Centre



of the range of facilities and activities – complimentary to the existing town centre offer.

2.10 The land South of Romsey Town Centre Study has a flexible boundary presently. The following land parcels may form the Study Area:

- Bus station
- Council run car park
- Aldi and Aldi car park
- Edwina Mountbatten Care Home
- Crosfield Hall and car park
- Eastwood Court
- Public highway

Romsey Future Partnership

2.11 Romsey Future is a partnership comprised of local residents, groups and organisations that work together to help shape the future of Romsey by delivering shared ambitions. To help guide these ambitions for the area, Romsey Future has created a vision statement that sets out their long term goals for Romsey from 2015 to 2035. A number of organisations have signed up to the Romsey Future vision document, including County, Borough and Parish Councils, societies, schools and local community groups.

2.12 The organisations and groups that have signed up to the Romsey Future vision document include:

- Hampshire County Council
- Test Valley Borough Council
- Romsey Town Council
- Romsey Extra Parish Council
- Hampshire Fire and Rescue Service
- Hampshire Constabulary
- Aster Communities
- The Romsey & District Chamber of Commerce

- Romsey and District Society
- Test Valley Community Service
- Test Valley Disability Forum
- Age Concern Romsey and District
- Carers Together
- Romsey and District Carers Forum
- Sparsholt College
- The Mountbatten School
- Valley Leisure
- Romsey Abbey
- New Life Church
- Romsey Women's Institute
- Romsey Ramblers
- Romsey District Neighbourhood Watch Association
- Citizens Advice Bureau
- Three Rivers Community Rail Partnership

2.13 The Council and Romsey Future have been working hard over the past few years to engage with residents on a long term vision for Romsey. In addition, a number of initiatives, with a view to making the town centre as appealing and accessible as possible for those who live, work and visit, have now been implemented. These initiatives are discussed overleaf.

2.14 Romsey Future has undertaken numerous projects in the area that help deliver their shared visions and ambitions, as set out in their Vision Statement. These projects include the installation of new cycle parking at Viney Avenue, the installation of new outdoor leisure equipment that provides a means of free exercise in Memorial Park, coach parking at Romsey Rapids and helping to secure a government grant used to set up the Romsey Rendezvous community café, amongst others.

Key Stakeholders

2.15 Romsey has a strong community spirit and numerous passionate stakeholders. There are several site specific stakeholders, namely the landowners. These include:

- **Aster Communities:** a local housing developer and ethical landlord that runs the residential estate.
- **The Broadlands Estate:** the former Prime Minister Palmerston's 18th century country estate located opposite the masterplan site.
- **Edwina Mountbatton House:** a care home operated by a registered charity.
- **Aldi:** supermarket with Frontage to The Hundred and car park located behind.
- **Eastwood Court:** home to Youth Options, a registered charity aimed at supporting young people



Pedestrian Link between The Hundred and the Bus Station



Aldi entrance, facing car park



Banning Street residential development

3 | PLANNING POLICY CONTEXT

National Planning Policy

- 3.1 The National Planning Policy Framework (NPPF) came into effect in July 2018 and aims to streamline the planning process. The framework outlines a presumption in favour of sustainable development, taking account of the economic, social and environmental elements of sustainability.
- 3.2 To ensure the continued vitality of town centres, paragraphs 85 to 90 of the NPPF promote and support new development and investment within the settlement boundaries of town centres, recognising that town centres are the heart of communities. The NPPF identifies that at suitable locations mixed use developments including residential development and leisure uses can play an important role in ensuring the vitality of centres. In addition, paragraphs 91 to 95 of the NPPF promote the achievement healthy, inclusive, and safe places.

The Local Plan

- 3.3 The Test Valley Borough Revised Local Plan DPD 2011-2029 (the Local Plan) is the adopted Local Plan for the Borough. The Local Plan was adopted on 27 January 2016. Within the Local Plan, Romsey is classed as a Major Centre in the settlement hierarchy, making it one of the most important settlements within the Borough, along with Andover.

Romsey Town Centre

- 3.4 Policies LE11 and LE12 relate to development within town centres, and specifically to development within Romsey Town Centre. The Local Plan states:

Within Romsey town centre, there are limited opportunities for additional large scale retail development, which

would need to have regard to its historic environment. However, the Council will consider favourably proposals for additional retail development, including extensions, in the town centre. Taking account of constraints, the southern side of the town centre may provide potential.

- 3.5 Policy LE12 relates to permitted ground floor uses within Romsey's primary and secondary shopping frontages. The Local Plan States:

Only shops (Class A1 use), financial and professional services (Class A2 use), restaurants and cafes (Class A3 use), drinking establishments (Class A4 use), and hot food takeaways (Class A5 use) will be permitted within the ground floor units within the primary and secondary shopping frontages fronting a street or pedestrian thoroughfare.

Within the primary shopping frontages of Romsey, the use of ground floor units fronting a street or pedestrian thoroughfare for financial and professional services (Class A2 use), restaurant and cafes (Class A3 use), drinking establishment (Class A4 use) and hot food takeaways (Class A5 use) will be permitted provided that:

- a) the proposed use would not result in the number of units in non shop (non-Class A1) use exceeding the proportion of 35%; or*
- b) the proposed use would not result in a concentration of more than three consecutive units in non shop (non-Class A1) use.*

- 3.6 Policy E1 of the Revised Local Plan relates to all new development in the Borough. It requires all new development to be of a high quality in regards to design and local distinctiveness.

Whitenap

- 3.7 Policies COM3 and LE3 relate to the proposed new neighbourhood at Whitenap. This proposed neighbourhood is allocated for 1,300 new homes, and as it is located on the edge of the Romsey settlement area, is likely to have a significant impact on the town centre.
- 3.8 In addition to the provision of new homes, development at Whitenap will provide significant employment floorspace, community and education facilities, including a primary school, community hall, a local centre, and ample public open space and landscaping. Romsey Town Centre may experience some pressure based on the additional population at Whitenap.

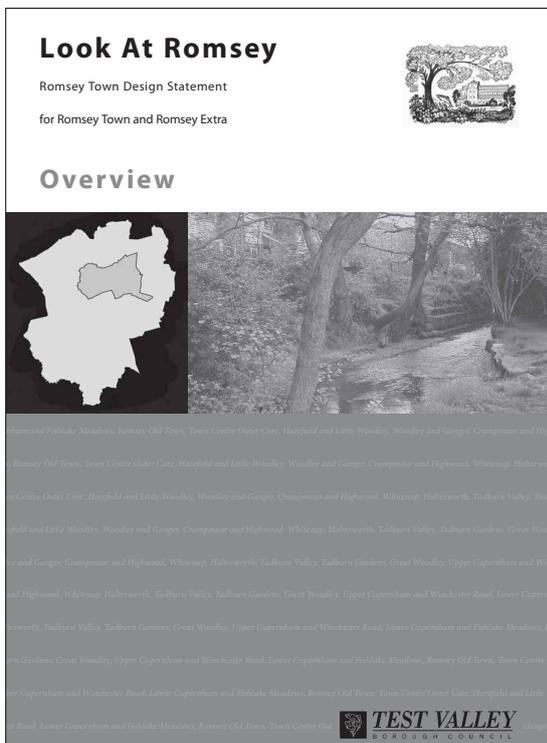
- 3.9 The Revised Local Plan DPD (2016) is underpinned by a range of studies and supplementary planning documents (SPDs) that have been produced as part of the evidence base. The most relevant of these documents have been summarised below.

Romsey Town Centre Access Plan

- 3.10 The Romsey Town Access Plan Supplementary Planning Document was first adopted by the Council in April 2011. This document has since undergone a review and subsequent public consultation. The revised version was subsequently adopted in September 2015.
- 3.11 The purpose of the Romsey Town Access Plan (TAP) is to set out the Councils strategy for improving access to facilities and services within Romsey, and guide funding to connect high level strategies with local level transport schemes. The TAP extends across the built up area of Romsey to parts of Romsey Extra that immediately adjoin it, and the residential area of Abbotswood.
- 3.12 Some of the key objectives set out in the TAP include encouraging the use of sustainable transport modes, including public transport, walking and cycling, improving infrastructure for those with poor mobility, and encouraging active lifestyles.

Romsey Town Design Statement

- 3.13 Romsey Town Design Statement (TDS) SPD, or 'Look At Romsey', was prepared by the Romsey and District society, and adopted by the Council in January 2008. This document primarily analysis the appearance of Romsey Town and Romsey Extra, identifying important visual features and townscapes, whilst providing some design recommendations. The



Romsey Town Design Statement

primary aim of the TDS SPD is to provide a guide by which future development can be assessed to ensure they are visually cohesive within their setting.

Cycle Strategy and Network SPD

- 3.14 The Cycle Strategy and Network Supplementary Planning Document (SPD) was adopted by the Council on 11 November 2015. The document sets out the proposed approach to improve facilities for cyclists, including a network of potential cycle routes across the Borough.

Shopfront Design Guide SPD

- 3.15 A Shopfront Design Guide Supplementary Planning Document was adopted by the Council in September 2010. The SPD was produced to assist owners, tenants, developers and architects in considering alterations to or the renewal of shopfronts to retail and commercial premises within Test Valley. It includes general advice on what permissions are needed, historic shopfronts, elements of a shopfront, canopies and blinds, security, further reading and useful links.

Evidence Base

- 3.16 The evidence base is an extensive library of documents that help to inform and support the preparation of planning policy. Some of the relevant documents are discussed below.

Retail Studies

- 3.17 Previous Retail Studies undertaken by NLP in 2008 and updated in 2012 identified that a significant amount of Borough expenditure leaks to other towns in neighbouring Boroughs including Chandler's Ford, Totton and Southampton. As such, an increase in the amount and quality of comparison and convenience floorspace within Romsey Town Centre would help to improve the retail offer.
- 3.18 The Retail Study update (2012) also identified that there is capacity within Romsey for an additional foodstore of total floorspace between 1,600 to 1,800 sq m gross floorspace. That Study explores opportunities for a new foodstore within the Town Centre, and assesses a number of key sites including parts of the South of Romsey Town Centre area. None of those sites were found to be immediately suitable at that time.
- 3.19 The Andover and Romsey Retail Capacity and Leisure Study undertaken by Carter Jonas in 2018 concludes that, despite continuing to experience expenditure leakage to neighbouring Boroughs, Romsey Town Centre is a healthy and vital centre benefiting from a good offer of comparison and convenience stores and services. In addition, the town centre was found to have a particularly low vacancy rate.

- 3.20 The 2018 Retail and Leisure Study makes several recommendations for the improvement of Romsey Town Centre, including recommending the Town Centre plays host to higher end fashion retailers to raise the profile of the Town Centre and reverse comparison expenditure leakage. Additionally, the study recommends improving Romsey's leisure service provision to bolster its evening economy and attract younger users. The Study also identifies the potential capacity for an additional foodstore within Romsey Town Centre.

Employment Land Review and Andover Employment Floorspace Demand

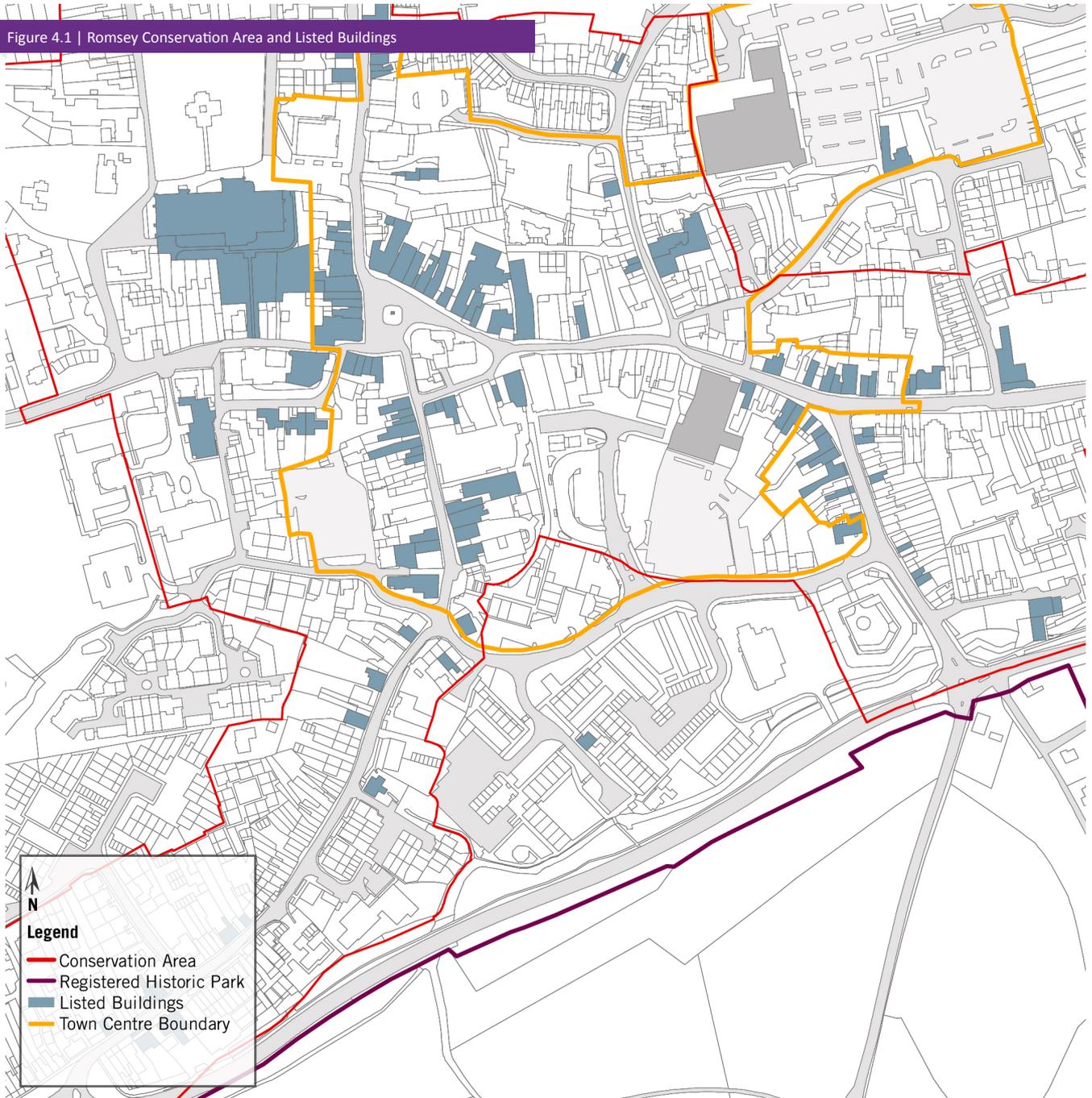
- 3.21 DTZ were commissioned by Test Valley Borough Council to produce an Employment Land Review of the Borough, which was subsequently published in July 2008. The Report focused on the STV as key areas of Andover and Southern Test Valley (STV) in which Romsey is located. This study identified the STV as successful, with low employment rates. Romsey was identified as the most suitable location for additional retail and office facilities in the Southern Test Valley area.
- 3.22 The study identified Romsey as historic market town characterised by predominantly retail uses with small office units located above. The report suggested that Romsey has a more buoyant office market than Andover, by that the small size of Romsey offices are restricting its ability to meet demand as growing business are unable to expand.

Car Park Study

- 3.23 i-Transport produced a Car Park Study for Test Valley Borough Council in June 2018. This is discussed further in Chapter 6.

4 | HERITAGE AND CONSERVATION

- 4.1 Romsey has a long history of settlement. It began in the 10th century as a small village serving Romsey Abbey. The Abbey Church of St Mary and St Ethelflaeda, rebuilt in the 12th century, survives today as the Anglican parish church, which still dominates the centre of the town – the largest parish church in the county. The historic market place, positioned just outside the abbey precinct, naturally became the focus of the local road network, as it remains to this day. Over time the village became a prosperous market town.
- 4.2 This long history has given Romsey a rich historic townscape, centred on the Market Place, with buildings spanning over eight centuries. Particularly noticeable is the local red brick, used as infill in the older timber-framed buildings (e.g. 15th-16th centuries) and as the main construction material in later development (e.g. 18th-19th centuries). This is a key characteristic of the town and its conservation area. Also noticeable is the use of stucco, or render, as used for example on the Corn Exchange of 1864.
- 4.3 As a historic market town with a conservation area designation, the history of Romsey is important as it characterises the design, appearance, massing and connectivity of the built environment. The historic nature of the town has had an impact on how the town looks today. The Town Centre is predominantly comprised of buildings that are two and three storeys.
- 4.4 The core of Romsey Town Centre was first designated as conservation area in 1970. The original designation was later extended to include the majority of the Town Centre. The historic centre of Romsey is focused around Market Place, from which key roads lead north, south, east and west. The Town Centre is characterised by a fairly continuous line of old houses that meander slightly to provide numerous unique vistas of the town. Only part of the Study Area is located within Romsey Conservation Area.
- 4.5 Given the historic nature of Romsey Town Centre, there are numerous statutorily listed buildings in the area. Some historic buildings of note include the Abbey Church of St Mary and St Ethelflaeda, a 12th Century Grade I listed church, and the Grade I listed King John's House.
- 4.6 Figure 4.1 illustrates the number and location of the listed buildings in Romsey in relation to the Study Area. One listed building is located in the South of Town Centre Area, 64 Banning Street, a Grade II listed former public house dating from the 18th Century. Other listed buildings within the vicinity of the Study Area include:
- Manor House (Grade II)
 - 1-18 Palmerstone Street (Grade II)
 - Park House (Grade II)
 - 51-55 The Hundred (Grade II)
 - 47 and 49 The Hundred (Grade II)
 - Red Lion Public House (Grade II)
 - 11-15 Corn Market (Grade II)
 - Dolphin Hotel (Grade II*)
 - Baptist Church (Grade II)
- 4.7 Much of the town centre is included within the Romsey Conservation Area. It is also noted that there are a series of heritage listed buildings in the northern section of the town centre, particularly around the Market Place, Bell Street and the Corn Market. As a result, future development is likely to occur in areas of the town centre that are less constrained by heritage assets.
- 4.8 In addition, trees located within the Conservation Area are also protected from development. Protected trees located within the Study Area include parades adjoining the Aldi car park, Broadwater Road and the stream north of Bypass Road.



5 | ENVIRONMENT AND INFRASTRUCTURE

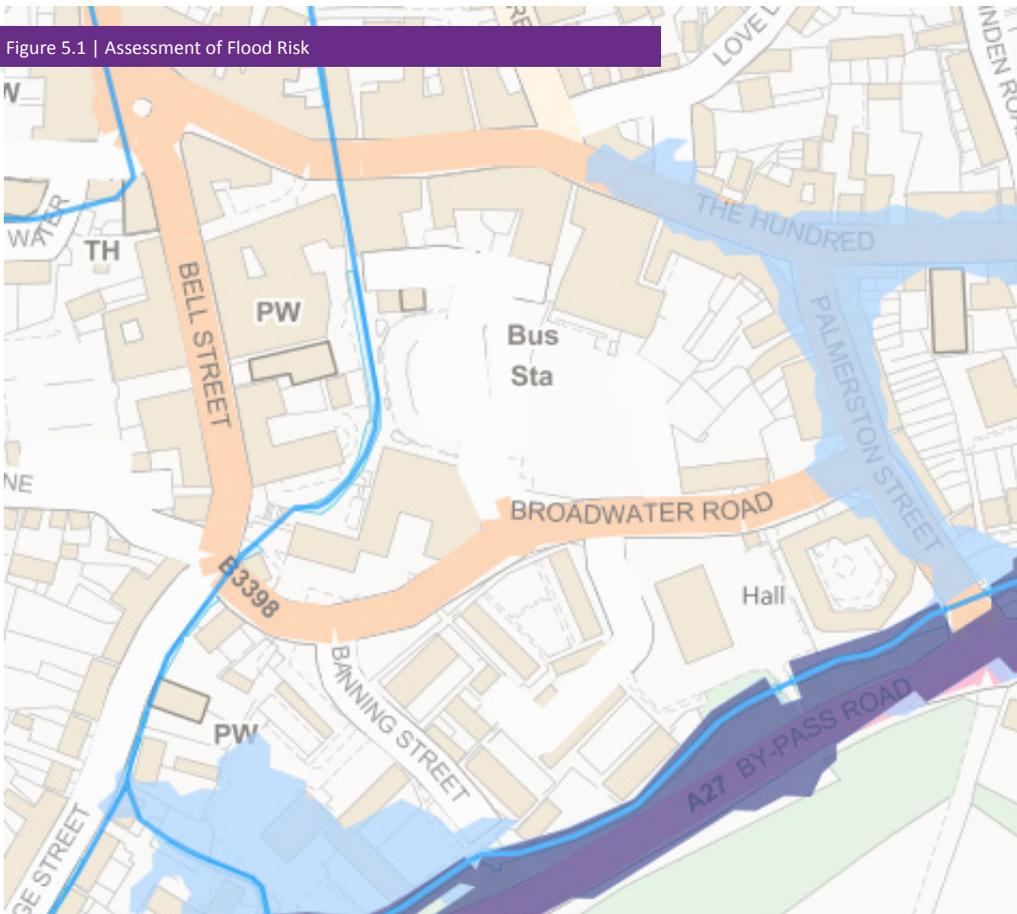
Environment

- 5.1 The geographical landscape of Test Valley Borough is dominated by the River Test which begins in Basingstoke and Deane Borough and ends at Southampton Water. A number of tributaries join the River Test, including the Anton, Dun and Wallop Brook, and a number of winterbournes contribute to the river during periods of high groundwater levels.
- 5.2 The River Test is a designated Environmental Sensitive Area and a Site of Strategic Scientific Importance (SSSI).

- 5.3 The River Test and other waterways including chalk streams within Romsey are for the most part hidden from view and are therefore underexploited natural assets to the town centre.

Flood Risk

- 5.4 Whilst it is acknowledged that the Borough is vulnerable to a range of flood risks, the long term flood risk information provided by the Environment Agency and included in Figure 2 below indicates that the majority of the Study Area has a very low risk of flooding (less than 0.1%) by reservoirs, rivers, or surface water.



Key

PW= Place of Worship
TH = Town Council

Geology and Ground Conditions

- 5.5 The majority of the Borough is underlain by chalk which acts as the Borough's principle aquifer, the source of a number of public and private water supplies, as well as the base of the River Test. As such, protecting the quality of the groundwater from pollution is important for the Borough.

Topography

- 5.6 The south of the Borough, including the area around Romsey Town Centre is relatively flat, with undulating land forms in the centre of the Borough, and high chalk ridges in the north.

Public Open Space

- 5.7 Romsey Town Centre contains a number of public parks and open spaces, the largest of which is the War Memorial Park. There are also extensive grounds around the Romsey Abbey building, which provide attractive and publicly accessible open spaces during the day.
- 5.8 Market Place, the historic centre of the town, is a large, attractive open area with retail stores, commercial premises and the Town Hall. The Market Place, within Romsey Town Centre, is proposed to be undergoing urban improvements works. The works will result in a large portion of the Market Place being pedestrianised. This will allow for markets and public events to occur in this space. In addition to the Market Place, the Corn Market is a smaller open area located adjacent to Market Place that holds outdoor markets.

6 | TRAFFIC, TRANSPORT AND PARKING

Romsey Future Vision

- 6.1 Ambition 2 of the Romsey Future Vision document relates to transport and accessibility within and around Romsey. This ambitions seeks to enhance Romsey's walking and cycling infrastructure, provide car parking that meets the needs of both residents and visitors, and improve access to and information regarding public and community transport.

Romsey Town Access Plan SPD

- 6.2 The Romsey Town Access Plan (TAP) SPD was formally adopted following recommendation by the Council's Cabinet in July 2015. This report identifies that Romsey Town Centre acts as the main centre for the wider rural area. Given the limited availability of public transport in these areas, the majority of visitors travel by private vehicle, thereby access to the centre by car is important for the continued vitality and viability of the town centre.

- 6.3 Public transport is also important for both environmental and community reasons, and to ensure the centre remains accessibly to less mobile groups such as the elderly and the younger populations.

- 6.4 The Romsey TAP identifies the following:
- Romsey has good transport links, particularly to other parts of southern Hampshire;
 - Barriers and constraints to Romsey public transport network include the two railway embankments that run roughly North to South, and East, and the medieval street patterns within the historic town centre;
 - Ensuring the town can accommodate the required vehicle movements whilst maintaining the character and quality of the town;

- Romsey town centre is within walking and cycling distance for the majority of the essential areas;
- There is congestion on the road network, particularly during peak times and there are limited alternative routes meaning that any road incident will result in major traffic congestion;
- There may be a need to intervene on the main routes of the A3090, A3057 and A27 to ensure increasing levels of car usage do not lead to heavy congestion;
- Walking is the most popular means of transport after the car. The provision and quality of footpaths within Romsey is varied. Footpaths in the historic centre are very narrow but broaden in the main shopping areas of The Hundred and Latimer Street owing to recent improvement works;
- The upper end of The Hundred, Market Place and Bell Street has pedestrian provision and required intervention to ensure the area is safe and attractive for pedestrians and cyclists;
- There is a recognised need to improve the narrow streets leading to Market Place, particularly for pedestrians;
- Segregated walkways are located throughout Romsey, some of which are located along the river and canals. However, accessibility for some of these walkways can be difficult for less mobile users, particularly for wheelchair users and intervention is required to ensure they are accessible for all members of the public;
- Some segregated walkways are located within Romsey, some of which provide pleasant environment away from the busier roads.

- 6.5 In addition to the issues and comments

raised above, the TAP identifies a number of trends that are likely to contribute towards future challenges to the provision of transport. These include:

- A projected increase in car ownership leading to a significant growth in traffic and associated congestion;
- An aging population, with a predicted 50% increase in the number of residents aged over 65 between 2001 and 2026 and the changes in transport mobility and preferences an older population entails;
- The impact of climate change on transport patterns.

Public Transport Infrastructure

- 6.6 Romsey Train Station is located approximately 0.4 miles (or 7 minutes walking distance) from the Study Area. Great Western Railway and South Western Railway trains service this station, providing access to Portsmouth, Cardiff, Bristol and Salisbury.
- 6.7 Romsey's Bus Station is located within the Study Area. Several services run from this bus station, which includes a coach drop off and pick up point, providing access to Salisbury, Southampton, Winchester and Eastleigh and some of the villages in the area. The TAP considers the bus station to be of an adequate size for current provision of bus services but recommends improving the existing services to the edge of town employment areas, the train station and the Sports Centre. In addition, the TAP recognises the need to improve the existing waiting facilities in the bus station including addressing concerns regarding its security.

Car Park Study

- 6.8 i-Transport produced a Car Park Study in June 2018 on behalf of Test Valley Borough Council as part of an evidence base to guide future decision making. The study

covered the Borough's two key towns, Andover and Romsey, focusing on publicly available off-street parking within the two towns.

- 6.9 The Study assessed the quality, quantity and capacity of the available short, medium and long term car parks in Andover and Romsey, before predicting future demand in relation to current capacity. Of the eight car parks in Romsey, seven were found to be of a high quality, and one of medium quality. Future forecasts predict that, in the short term, Romsey's car parks will have space capacity during peak times whilst in the medium term, both short stay and medium stay car parks will exceed their capacity during peak times. Furthermore, in the long term, all car parks are predicted to exceed their capacity at peaks times on Fridays.
- 6.10 The Study recommends providing additional short and medium stay car parking in Romsey Town Centre in the next 10 and 15 years. Other recommendations include, improving wayfinding from car parks to the Town Centre and local attractions, and improving traffic management in Romsey to allow easier access to car parks.

Cycle Strategy

- 6.11 Test Valley Borough Council adopted the Cycle Strategy and Network SPD in November 2015. The purpose of this document is to encourage and facilitate cycling throughout the borough by ensuring the necessary facilities are in place. Several measures aimed at improving and encouraging cycling in the Borough are outlined in the SPD. These include, linking the Boroughs cycle network with those of the neighbouring boroughs, promoting cycling in the Council's consideration of new development proposals including encouraging safe cycle routes and ample cycle parking, integrating cycle with other transport infrastructure, and maintaining existing cycling routes and rights of way.

7 | CONCLUSION

- 7.1 This Baseline Report provides a broad analysis of the context of Romsey Town Centre, with particular reference to the Land South of Romsey Town Centre study area. The evidence base will allow the masterplanning team to set out a coherent and shared vision for the town centre and potential options for achieving that vision as the next stage of our work.
- 7.2 This report has explored the current composition and performance of the town centre, and its physical environment and infrastructure. In doing so we have sought to draw out the town centre's existing assets and opportunities for improvement. An outline of the strengths, weaknesses, opportunities and threats for Romsey Town Centre that have emerged through a combination of baseline research and initial consultation with Town Centre Manager, are outlined opposite.
- 7.3 Our further work will build on these findings to develop the masterplan for the Land South of Romsey Town Centre and the strategic options for delivering this vision. This document will remain a 'live' document throughout the masterplanning process.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Strong sense of community within the town, that creates loyalty to local retailers; • Attractive, historic character of the town centre; • Strong cultural foundation; • Community based events are popular; • Independent retailers present in the town centre; • Bradbeers Department Store as a flagship store for the town; • Growing population which will continue to grow through development such as Whitenap; • Low vacancy rate in the town centre; • Strong mix of shops to ensure viable and vital town centre. 	<ul style="list-style-type: none"> • Road system that is under pressure at peak times; • Public car parking spaces are difficult to identify; • Lack of modern pedestrian navigation methods such as signage and public maps; • Majority of retail units are privately owned; • Pedestrian and cycle movements generally; • Poor bus services; • Lack of high quality flexible meeting and event spaces; • Few available vacant units for offices and other employment uses.
Opportunities	Threats
<ul style="list-style-type: none"> • Partner organisations that are receptive to new ideas; • Historic environment that provides a unique setting for visitors; • The Romsey Abbey as a tourist destination; • The town is small enough to have a nurturing community, but large enough to provide opportunities; • Make greater use of local waterways; • Potential to develop an evening economy including more restaurants and leisure uses in the town centre; • Market Place enhancement will increase available space for public events; • Exploit the proximity of two major tourist attractions (the New Forest and Paultons Park) to boost visitor numbers in Romsey; • Development of land at Whitenap and the associated growth in population. 	<ul style="list-style-type: none"> • Changing trends in shopping and retail and having a town centre that can adapt; • The historic environment and numerous listed buildings may restrict more contemporary development; • Large housing developments putting pressure on existing infrastructure; • Protect smaller, local, independent shops in the town centre; • Loss of local bank branches; • Increasing pressure on car parks.



Romsey: South of Town Centre Masterplan

Romsey Future

South of the Town Centre Masterplan

Romsey: South of Town Centre Masterplan



Stage 1
Consultation
Findings

November 2018



CONTENTS

1. Introduction
2. Consultation Process Overview
3. Summary of Written responses received
4. Summary of Walk and Talk Study Tour responses received
5. Summary of Engagement with Secondary School students
6. Summary of Workshop with Local Agencies and Partners
7. Conclusion and Next Steps

Appendices

- A. Walk and Talk Study Tours – breakdown of comments received
- B. Engagement with Secondary Schools – breakdown of comments received
- C. Workshop with Local Agencies and Partners – breakdown of comments received

1 | INTRODUCTION

The South of Romsey Town Centre Masterplan project has come about through the Romsey Future partnership. In November 2013, a number of organisations working in the town came together to create the Romsey Future partnership. Romsey Future has enabled people and organisations in and around Romsey to work better together, and has helped to deliver a number of projects for the benefit of the community. The partnership published a vision document in early 2016, which sets out a long-term strategic vision for the town. This was based on a large-scale public consultation exercise, which provided a consensus for the town’s future ambitions. These ambitions included wanting to see a healthy town centre that meets the needs of current residents and their expectations for the future. One of the ways

to achieve this is to consider how land south of the town centre, including the bus station and Crosfield Hall site, could be utilised more positively.

Nexus Planning was commissioned in 2018 in partnership with Perkins + Will Architects and Alan Baxter Associates, to prepare the South of Romsey Town Centre Masterplan.

This consultation report relates to the initial community consultation and public outreach undertaken during Stage 1 of the South of Romsey Town Centre Masterplan project. The report describes the consultation process and contains a detailed account of the findings. A breakdown of comments are noted in the appendices attached.

“Move hall to make more central for better use by passing trade, maybe swap with bus station”.

“PEDESTRIANISE THE HUNDRED / LATIMER STREET AND THE MARKET. CROSFIELD HALL NEEDS UPDATING”.

“If the Crosfield Hall is redeveloped please make the design in keeping with Romsey which is a market town”.

“PEOPLE NEED TO BE ABLE TO GET IN FOR SHORT PERIODS AND OUT EASILY. AGAINST LOTS OF SHORT STAY CAR PARKING OUTSIDE SHOPS. ROMSEY IS SPECIAL BUT NEEDS TO BE PRACTICAL”.

“Make precinct riverside area more attractive”.

“Buses all go out Aldi side so put the bus station that side. Make Bradbeers area nicer. Layout is tight and confusing. Bell street cut off, needs a facelift...”

“LIKE THE UNIQUE SHOPPING AND LOCAL BUSINESSES IN ROMSEY. DON'T WANT TO SEE BIG BRANDS COMING TO ROMSEY”.



Site Photos

2 | CONSULTATION PROCESS OVERVIEW

Stage 1 Consultation

Stage 1 of the consultation process ran for **8 weeks**, from the start of September to the end of October 2018. **15 public events** have been attended including two walk and talk study tours and interactive workshop sessions with local secondary schools. **2,000** postcards have been distributed and well over **1,000** face to face engagements are estimated to have taken place. In addition to events, banners and postcards have been on display in the Former Magistrates Court and Crosfield Hall in the town centre for the duration.

Postcards were also directly distributed by Council Officers to parents at the Romsey Abbey School, and the Aster Home properties in close proximity to the site. There has been widespread publicity of key events such as the walk and talk study tours via multiple newspaper articles in The Southern Daily Echo, Romsey Advertiser and Radio Solent.

Overview of Findings

This report brings together the outcomes of a broad range of consultation events. Each method of consultation was successful in identifying different issues and priorities, however we have been able to identify reoccurring themes. Some of the headline comments across all methods of consultation included:

- It is important that car parking remains easily accessible and available within walking distance of the town centre;
- The character of Romsey must be retained and complemented in any future development coming forward;
- The waterway between Bradbeers and Dukes Mill is not currently utilised to its full potential;
- Existing community facilities made available for public use are valued, including in the Crosfield Hall;
- A better variety of shops within the town would be supported by residents;
- Better pedestrian links throughout the whole of the area would improve the experience of anyone on foot; and
- More trees and greening would help to improve the appearance of the area.

The remaining chapters of this report provide an overview and summary of the responses received from the postcards, the walk and talk tours, consultation with schools, and from a workshop held with local agencies and partners.

Key public events

Below we note the 15 key events attended by Test Valley Borough Council officers, members of the Romsey Future group and the consultant team:

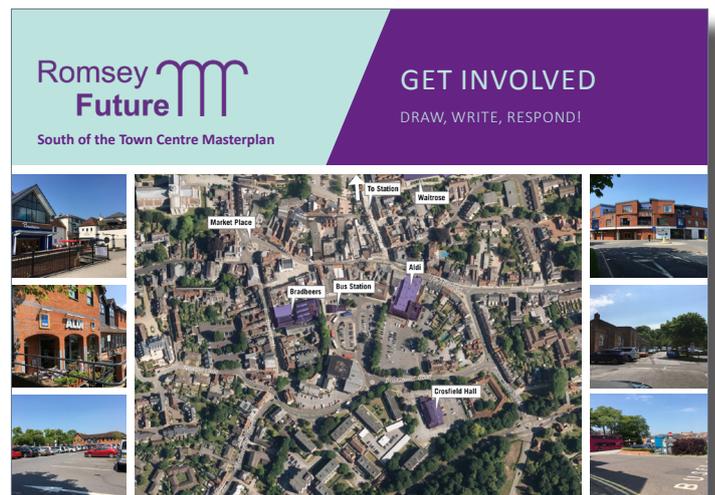
1. Romsey Food Festival stall held: Sunday 2 September 2018
2. Abbotswood BBQ attendance: Sunday 2 September 2018
3. Romsey Show stall held: Saturday 8 September 2018
4. Romsey Forum attendance: Thursday 6 September 2018
5. Chamber of Commerce Breakfast meeting: Tuesday 11 September 2018
6. 1-1 Smaller Business meeting: 10, 11, 13 and 26 September and 2, 3, 4 October 2018
7. Romsey Market stall held: Friday 21 September 2018
8. Romsey Market stall held: Saturday 22 September 2018
9. Southern Test Valley Older Independent Campaigners (STOIC) attendance: Friday 28 September 2018
10. Walk and Talk Tour: Saturday 13 October and Tuesday 16 October 2018
11. Romsey School interactive session with students: Tuesday 16 October 2018
12. Mountbatten School interactive session with students: Tuesday 16 October 2018
13. Bus Station consultation with users/ bypassers: Tuesday 16 October 2018
14. Local agencies and partners workshop attendance: Wednesday 24 October 2018
15. Romsey Men Shed: Thursday 1 November 2018

3 | SUMMARY OF WRITTEN RESPONSES RECEIVED

Postcards were used to signpost to the Romsey Future website for more information and ongoing updates and for those who wanted to provide written feedback. Members of Romsey Future group, as well as representatives from the Council and the consultant team distributed postcards at the events noted above.

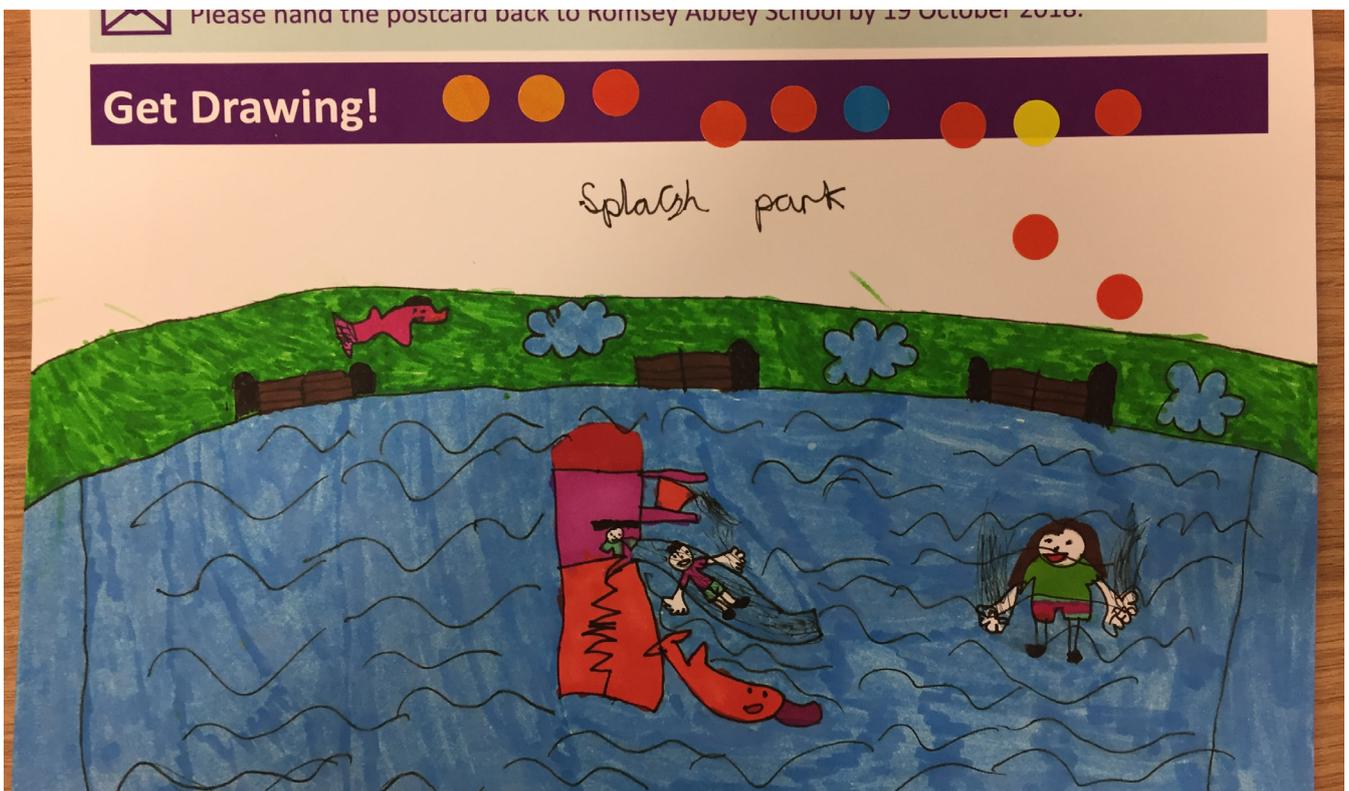
The community were asked to complete the postcard which asked “*South of Romsey Town Centre should be: Tell us your ideas or priorities for the area*”. Respondents were provided with a Council addressed, prepaid envelope to make it as easy as possible to return the postcards. Postcards had to be returned by the 31st October 2018 to the Council.

228 completed adult post cards were received by 31st October 2018. The responses returned a wide range of ideas which are summarised in the next section.

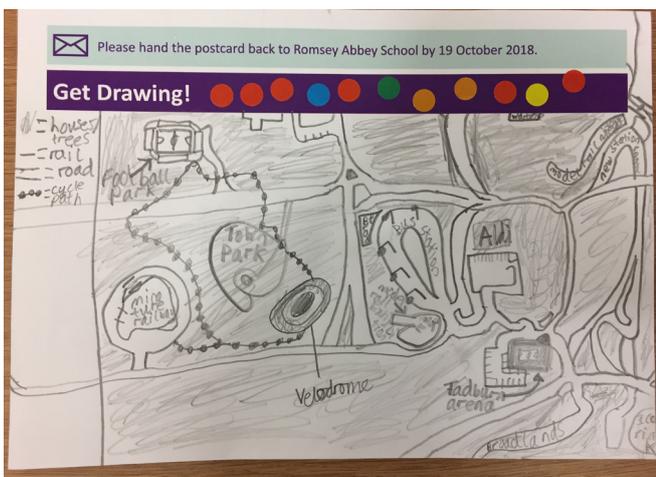


In addition, postcards were printed that were aimed specifically for children. Children were asked to draw a picture that showed what they thought Romsey should look like. Postcards were distributed along with the adult postcards, but were also distributed at the Romsey Abbey CoE School.

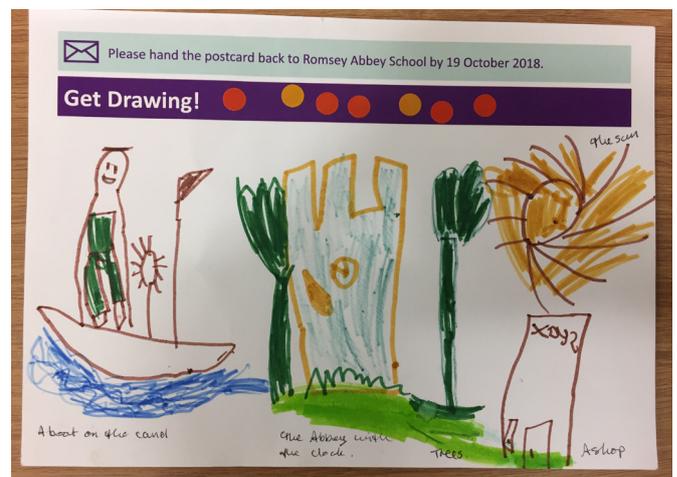
There were three prizes for the best drawings as voted by Romsey Future members:



First Prize



Second Prize



Third Prize

Written Feedback

A vast array of comments were received in the responses submitted via postcard, covering a variety of subjects. As respondents were asked to respond with their priorities for the future of the south of town centre area, the responses received ranged from complete redevelopment ideas, to the improvement of pavements and pedestrian routes. Some of the comments that came up repeatedly included that more car parking was required to ensure the town centre remained functional, that the character of Romsey should be retained as best as possible, and that a better variety of shops would improve the overall offer of Romsey town centre.

The top 6 comments most regularly made were:

- More parking needed
- Retain the character of Romsey
- Better variety of shops wanted
- Multi-storey car park wanted
- Relocate the bus station
- Pedestrianisation wanted



“More parking would be good as its always busy. Also if some more trees could be planted as a balance”.

“Better paving throughout, better accessibility. Better variety of shops”.

“Multi-storey on bus station, maybe include basement, ground floor use as bus station. New retail. Cinema....”.

“Road markings repainted more signage for Crosfield Hall. We don't need more shops as people are using the internet for their shopping”.

“The whole point is to make these 6 areas flow together as people space. People like to sit outside drinking coffee with friends, have a meal. We work from home more now and so we need space to be out of our homes, be able to log-in remotely to work, have free wi-fi and the facilities we need to work”.

Getting around and parking

The need for additional parking in Romsey and in the south of town centre area was the most regular comment received in the postcard responses. The desire for more car parking was highlighted in a number of ways including the general need for more car parking spaces, the identification of a multi-storey car park or exploring options for underground car parking as a way of assisting with the pressure on car parking. The need for additional short term parking was also identified in a number of a responses.

A breakdown of some comments received under this general theme included:

- More parking needed
- Multi-storey car park wanted
- Address traffic issues in the area
- Short term parking wanted
- Cheaper parking desirable
- Broadwater Road Junction issues to be addressed
- Underground car parking wanted
- Free parking required
- There is enough parking in Romsey

“Use this opportunity to improve traffic congestion in town centre”.

“General parking could be created at Romsey Rapids and a shuttle run between there and the bus station. Making a kind of park and ride scheme for those who don’t want to walk”.

“Palmerston Street and Broadwater junction needs reviewing”.



Bus Station

As the existing bus station is one of the main parts of the area south of the town centre, numerous comments were received relating to it. Respondents suggested a variety of options, including that the bus station could be relocated or even swapped with Crosfield Hall. Other respondents identified that the master plan presented an opportunity to alter and improve the current layout of the bus station, and that a cover over the bus station would be an improvement.

A breakdown of some comments received under this general theme included:

- Relocate the bus station centrally
- Improvement needed to the layout of the bus station
- Keep the bus station in the current location
- Cover at the bus station required
- Swap the location of Crosfield Hall and the bus station
- The bus station is valued in Romsey

“Keep bus station central to town but can move, possibly switch with town centre”.

“Needs to be tidied up and modernised. How about covering the bus station and the alleyway by Boots”.

“Less of a concrete jungle. Make it greener. Make more of the river (seating like Winchester). More trees”.

Environment

Through the post card responses, it was identified that retaining the character of Romsey in any future development of the south of town centre area was very important to local residents. A number of respondents also identified that pedestrianisation of some parts of the south of town centre area would provide improvements, and that providing more green areas and planting more trees would be beneficial. It was also suggested that the area would benefit from a general ‘tidy up’ to make the area more inviting.

A breakdown of some comments received under this general theme included:

- Retain the character of Romsey
- Pedestrianisation wanted in the area
- More greenery wanted in the area
- Improvements needed in the area (general tidying up)
- Make more of the waterways
- Pavement improvements needed
- Tree planting wanted
- Shared surfaces confusing / dangerous



Retail / Leisure

The range of retail available within the town centre was a comment that appeared frequently in the responses received. Generally speaking, respondents identified that they would appreciate a better range of shops, whilst other respondents stated that they had a desire for a certain shop, such as Marks & Spencer, as well as shops targeted at younger people. Other respondents voiced concerns about the number of charity and coffee shops within the town, while some respondents also suggested that an additional supermarket would be welcomed. In terms of the leisure offer within the town, it was suggested by multiple respondents that bringing a small cinema into the town would benefit the local community.

A breakdown of some comments received under this general theme included:

- Better variety of shops wanted
- Cinema wanted
- Too many coffee shops
- Additional supermarket wanted
- No more shops needed
- More restaurants wanted
- Reduce the number of charity shops
- Independent shops wanted
- Shops suitable for younger people
- Children's Play Area wanted

Community Facilities

At the heart of comments received in relation to community facilities was the Crosfield Hall, and the comments varied fairly substantially. Some respondents identified that the existing building should be replaced with a new building that was fit for purpose, or that the hall could be moved to an even more central location, or moved to an alternative location. Some other respondents also identified that they would like to see the Crosfield Hall remain as is. Overall the feedback that was received indicated that the facilities made available through the Crosfield Hall are valuable to the community, and they would like to ensure that these remain available within Romsey in the future.

A breakdown of some comments received under this general theme included:

- New Crosfield Hall
- Keep Crosfield Hall
- Retain Crosfield Hall facilities (not necessarily in the current location)
- Improvements to Crosfield Hall needed

Other General Comments

Some other general comments were received including that Dukes Mill area requires improvement and that the residential (Aster properties) are also in need of some aesthetic improvements.

A breakdown of general comments received included:

- Dukes Mill area requires improvement
- Residential (Aster properties) improvement needed

4 | SUMMARY OF WALK AND TALK STUDY TOUR RESPONSES RECEIVED

A key part of the consultation exercise during Stage 1 was a series of ‘Walk and Talk’ tours. The tours provided an opportunity for local residents to introduce the consultant team to the area and to discuss issues of relevance. The tours occurred on Saturday the 13th October 2018 and Tuesday 16th October 2018. The tours were advertised widely and members of the public RSVP’d to the event if they were interested in attending.

The tour started at the Crosfield Hall. Members of the consultant team, the Romsey Future Steering Group Members and Council Officers each took a group of between 4 and 8. Six ‘dwell’ points were identified, where each group stopped and discussed the various issues. Notes were taken by tour leaders.

The dwell points were:

Area 1: Crosfield Hall

Area 4: Bus Station

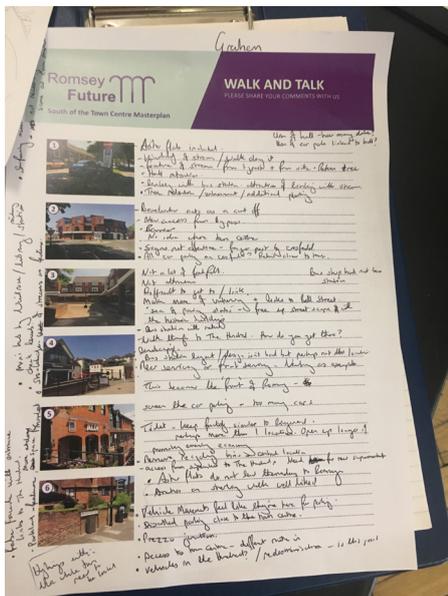
Area 2: Front of Duke’s Mill

Area 5: Aldi car park

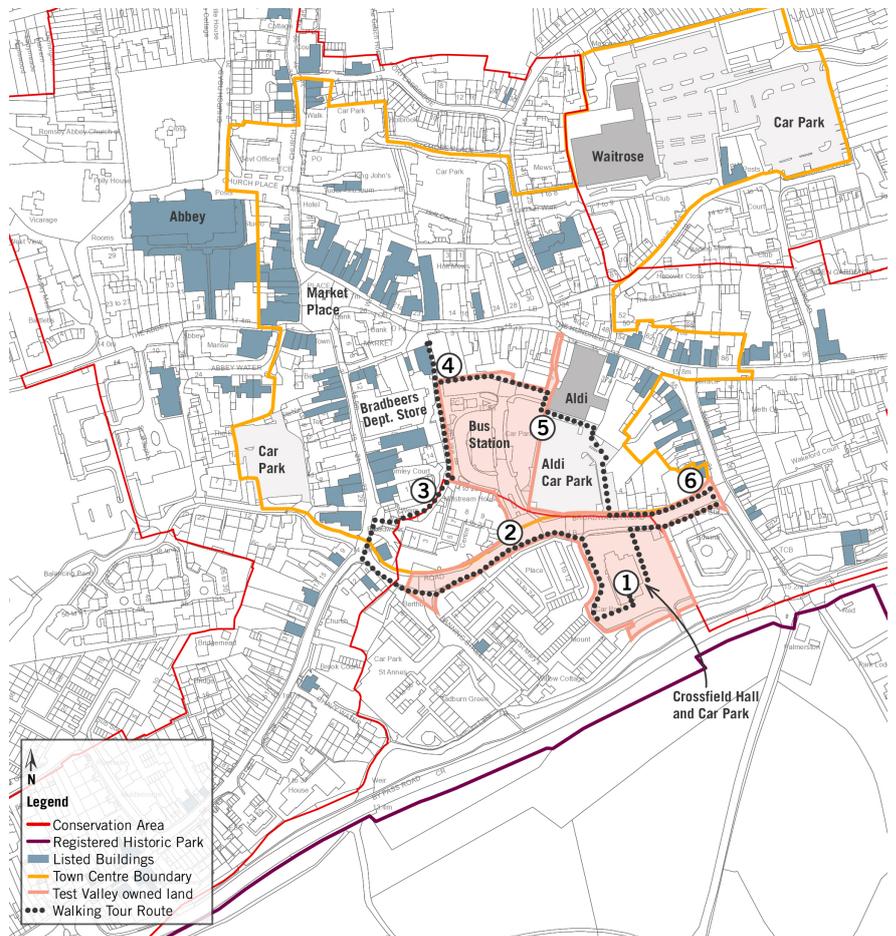
Area 3: Rear of Duke’s Mill

Area 6: Broadwater Road

The walk and talk tours had 46 attendees on the Saturday the 13th October 2018 and 26 on the Tuesday 16th October 2018.



Photos from Walk and Talk Tour



Walk and Talk Tour Route

Walk and Talk Comments Received

As a result of discussions that took place throughout the walk and talk tours the following points have been raised regarding the six areas. A full list of comments received can be found in Appendix A.

Area 1: Crosfield Hall

- Multi storey car park wanted
- The residential properties (owned by Aster Homes) are unattractive
- More greenery / trees / landscaping wanted in the area
- Swap the location of the bus station and Crosfield Hall
- Congestion issues in the area
- Relocate Crosfield Hall

Area 2: Front of Duke's Mill

- Improve access to/from Duke's Mill
- There is no foot-fall to Duke's Mill

Area 3: Rear of Duke's Mill

- More should be made of the river area
- The area behind Dukes Mill is unattractive

Area 4: Bus Station

- Bradbeers a major draw
- The current location of bus station good
- Retain the public toilets in this location
- More seating / shelter required at the bus station
- Improvements could be made to the layout of the bus station
- Railings attractive

Area 5: Aldi Car Park

- Conflicting comments received regarding the merits of having a multi storey car park in this location
- Move recycling bins

Area 6: Broadwater Road

- Junction by Broadwater Road busy / dangerous and needs improvements
- Improve access to/from Duke's Mill

General comments / ideas received which don't fall under a specific area included:

- More parking required for Romsey
- More open space wanted
- Outdoor seating wanted
- Disabled parking needs to be retained
- Pedestrian crossing is difficult
- Improvements needed to cycle routes
- Car park entrance should be off bypass
- Keep uniqueness of Romsey
- Clear signage to town centre needed
- Park and ride scheme was suggested
- The Arches on Stirling Walk are well liked
- Move bypass
- Romsey Rapids car park could cater for town centre parking
- Small business units needed

5 | SUMMARY OF ENGAGEMENT WITH SECONDARY SCHOOL STUDENTS

Consultation sessions were undertaken with students at the Romsey School and at The Mountbatten School.

Students worked with members of the Consultant team and Council Officers in a workshop scenario and were asked the following two questions after a short presentation:

1. What are the positives and negatives in the area south of town centre?

2. What would your ideal town centre look like?

They worked in groups and used tracing paper and aerial maps of Romsey to record their answers.

In total 100 secondary school students participated.

1. Positives and negatives of South of Romsey Town Centre

Students were asked to identify what they thought the positives and negatives in the area were. A summary of responses are set out below:

Positives

- Historic buildings
- Safe
- The park
- The shops
- Ease of accessibility
- The Rapids
- Elderly accommodation
- The train station
- The Abbey
- The festivals

Negatives

- Not much to do
- Pot holes
- Lack of parking
- Too many charity shops
- Lack of cycle lanes
- Closure of New look
- Not enough variety in retail (especially for young people)
- Lack of fast food restaurants
- Not enough health facilities
- No cinema
- Pollution

2. Your Ideal Town Centre

Students were asked to think about their ideas for what the town should look like for the following groups of people:

- **You and your friends**
- **Family and community**
- **Older people and those with limited mobility**
- **Businesses**

The ideas that emerged for the vision of an ideal town centre included:

You and your friends

- Fast food establishments such as McDonalds, KFC, Pizza Hut etc
- Improved shops for their age group, including CEX, Sports Direct, clothing shops
- Leisure destinations such as a cinema and bowling alley
- Improved pavements
- More houses
- Social spaces
- Cycle racks

Businesses

- More hotels
- Discovery centre
- More offices and business units
- Romsey Museum
- Public toilets
- Concert halls
- More festivals
- More community activities
- Better market
- Cleaner town centre
- Preserve the historic element / small tourist place

Older people and those with limited mobility

- Sheltered accommodation
- Day care centre
- Improved pavements
- Museums

Family and community

- Family friendly facilities, including restaurants, clothing shops and play areas
- Hospital facilities
- Small parks / improved parks
- Improved parking
- Better public transport

A full list of responses can be found in Appendix B.

6 | SUMMARY OF WORKSHOP WITH LOCAL AGENCIES AND PARTNERS

Representatives from a number of different agencies and partners including some of the local churches, the Town Council, volunteer groups and Aster Homes were invited to the Crosfield Hall to participate in a workshop. The purpose of the workshop was to give these stakeholders an opportunity to share their views on the South of Town Centre area, whilst also thinking about their clients, the practicalities of working in the local area, and their role as employers. Many of those who attended were also residents of Romsey or lived close by.

Five groups took turns conducting 15 minute long round table discussions, with each table discussing a certain theme. Maps of the site were provided. The themes included:

- Getting Around
- Green Spaces / Leisure Facilities
- Retail & Business
- Community Facilities
- General Comments

Some of the key points of feedback received included:

Getting Around

- Provide better signage for the Rapids car park as an option for visitors to the town – the car park provides all day parking for £2.20.
- Don't lose the central bus interchange
- Limit delivery times to early mornings or evenings for town centre businesses
- Install more cycle racks
- Ensure level paving, this would allow easier access for mobility scooters, prams and wheelchairs

Green Spaces / Leisure Facilities

- There needs to be more for young people to do in Romsey
- Give out busking licences and encourage street art
- King John's House is an example of something we have here, we need to enhance this offering
- The number of trees in the area are excellent and must be kept
- A new multi-functional community hall with function rooms to hire etc. but mustn't send existing facilities down hill

Community Facilities

- Any new facilities would have to be multi-functional, have a USP and not compete with any existing halls etc.
- Could Romsey support a cinema similar to the Everyman model of small facilities with sofas and a bar
- A new Crosfield Hall should be a landmark, and be usable by all generations
- Primary healthcare in Romsey needs to be expanded
- Any new building would need to be accessible

Retail & Business

- The rear of the Hundred facing the SoTC should be turned into shop frontages
- Consider more areas for dining outdoors
- Need to encourage a more dementia friendly environment
- Consider permitting live/work units
- Business relies on affordable parking which is easy to access

General Comments

- Enhance the waterways in this area allowing for easier access to the water
- Encourage a mixture of tenure of housing, integration and inclusion is important
- The centre of town is easily brought to a standstill if there are any incidents locally
- Additional housing requires additional GP practices
- Solar panels should be incorporated onto the roofs of new buildings
- Empty shop windows in the town could be used to promote the SoTC masterplan
- A Piazza area should be incorporated into plans to take advantage of the waterways
- If any trees are lost they should be replaced with at least two new trees
- Relocate the recycling facilities to a site with potential to grow capacity
- The site is an important link to Broadlands and will play an important role when events are held there

A full list of responses can be found in Appendix C.

7 | CONCLUSION AND NEXT STEPS

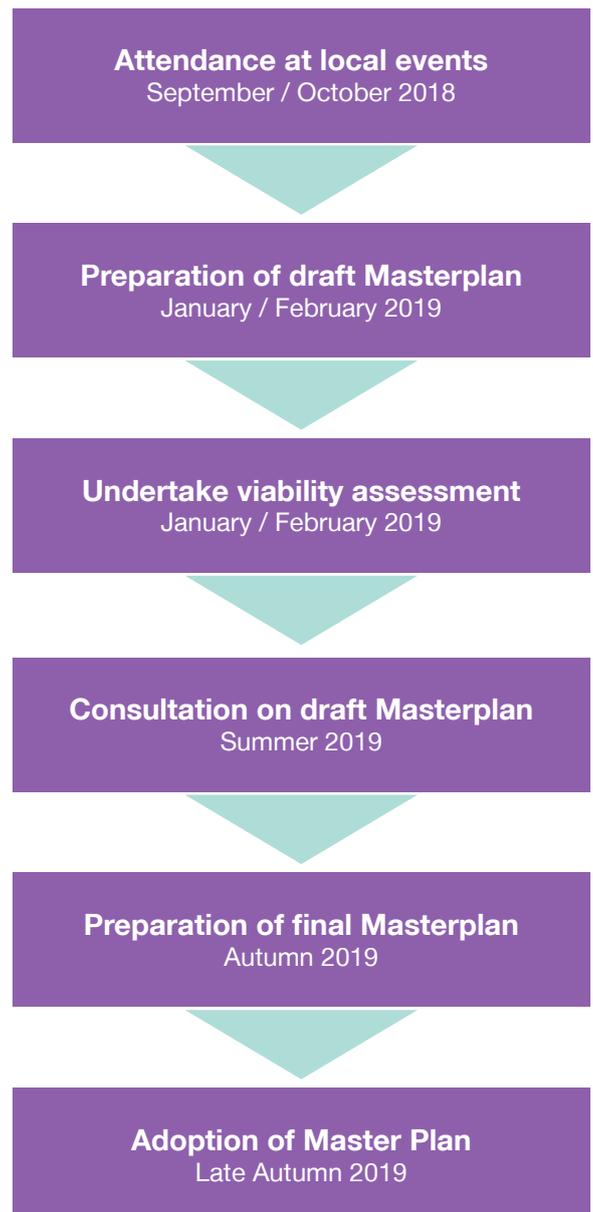
Summary

This consultation report has provided a summary of the initial community consultation and public engagement undertaken during Stage 1 of the South of Romsey Town Centre Masterplan project. The report has provided a description of the consultation process and a detailed account of the findings across a range of consultation exercises.

Overall the response to consultation was very positive. Respondents and participants provided detailed feedback relating to a range of issues. The responses and feedback will contribute to the next stage of the Masterplan process.

Next Steps

Based on the feedback and responses received from the initial consultation on the project, the consultant team will put together a draft Masterplan for the future development of the South of Romsey Town Centre. This draft Masterplan will include short term, medium term, and long term scenarios. The draft Masterplan will be tested by a viability expert to ensure it is deliverable, before being published for further public consultation. During this period of public consultation, members of the public will have the opportunity to review the Masterplan and provide their feedback.



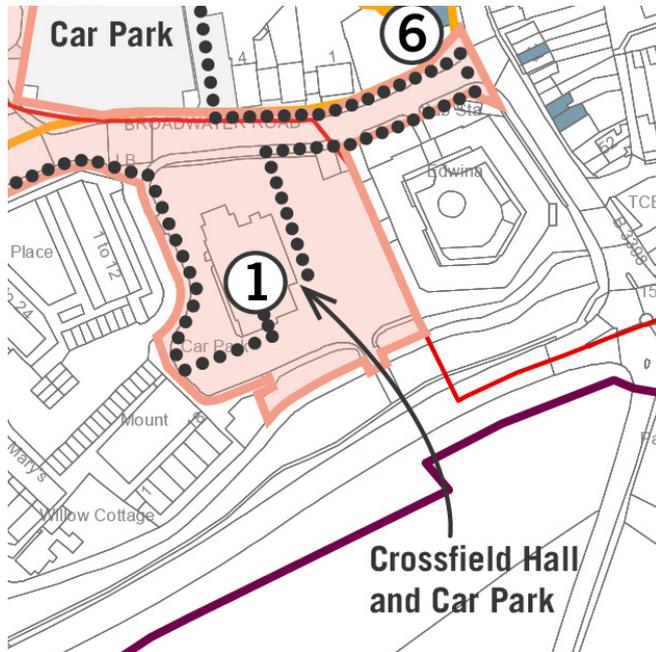
APPENDICES

- A. Walk and Talk Study Tours – breakdown of comments received**
- B. Engagement with Secondary Schools – breakdown of comments received**
- C. Workshop with Local Agencies and Partners – breakdown of comments received**

APPENDIX A | WALK AND TALK STUDY

TOUR COMMENTS

This appendix lists a summary of the comments recorded, some may be repeated.



Area 1: Crosfield Hall

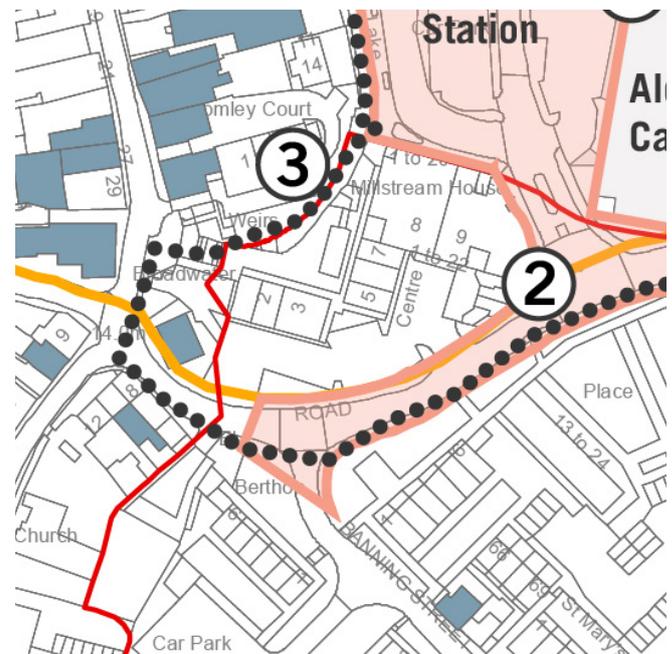
- Lovely building but do we need it now? Demand for parking is probably top priority. I speak as a cyclist and I learnt to swim here so I'm fond of it and I don't need parking personally, but I want Romsey to continue to thrive with all the extra housing/people! Car park entrance directly off the bypass road ideal, as Romsey gets very congested on approach to current entrance to Crosfield Hall + Aldi + bus station car parks
- Multi-storey car park
- Crosfield Hall is too big
- Swap bus station and Crosfield Hall
- Open up stream for Crosfield Bus Station
- Make Crosfield area a welcoming and main entrance to the town – with some open, green spaces and clear access to the historic centre of the town
- More of a community centre, break out rooms, garden, open space around centre. Crosfield could cater for a lot more, community hub / café. Open up Waterways at rear.

- Aster flats included
- Use of hall – how many drive? Is the use of the car park linked to the hall?
- Visibility of stream – walk along it
- Hall retention
- Link with bus station / attraction of linking with stream
- Tree retention / enhancement / additional planting
- Where is the gateway into Romsey?
- Residential properties/garages aren't nice
- Floods - there were bad floods 4 years ago
- Aster flats won an award in 1960s
- Hall well used and very important in the community
- Door at back – quirky, but not practical
- Could excavate half a level down for car park
- All group agreed there is scope to relocate community use (Crosfield Hall)
- The hall could move to the bus station and community use on bus station site – a bus stop would still be needed in existing location of bus station for easy access to town centre
- Scope to use levels at Crosfield Hall and have half decked car park – 2 levels – not much higher than Crosfield Hall as is
- Crosfield Hall has ease of parking which is important for events its used for – fashion shows etc. Can't unload at town hall as there is insufficient space
- MSCP with community at bottom
- Crosfield Hall faces the wrong way
- Money to replace the hall
- Waterway needs to be exploited
- Traffic going south from Hundred at peak hour
- Move hall and car park to Rapids
- Parking being retained is important. Could look at a Park & Ride facility. Older people (for buses) so need to use car and possibly mobility scooter

- Crosfield Hall is well used, and has a variety of uses convenient at night with parking, overall reasonably good for use
- Need to consider multi-storey but could spoil character
- Rebuild Crosfield Hall – multi-purpose hall, conference centre. Crosfield Hall fine as it is but could go up a level
- Leave Crosfield Hall alone, important meeting place. Could do with improving.
- Car parking serves the hall, don't reduce the number of spaces
- Crosfield could be an arts centre
- Crosfield – out of date, rebuild, make more of river, needs TLC. Multi-storey car park
- Use existing building Crosfield Hall - refurbish
- TV enough to buy Crosfield Hall
- Locate capacity of 2 small car parks at bus station on Crosfield and relocate Crosfield to bus station site
- Brick building has many functions but blocks the through view. Could these be housed in a more appealing building? Or Dukes Mill?
- Improved access off main roads into C/F directly to free up roundabout at Broadlands
- New access off by-pass into Crosfield Hall car park
- Deck car parking
- Move the hall facility closer to the centre

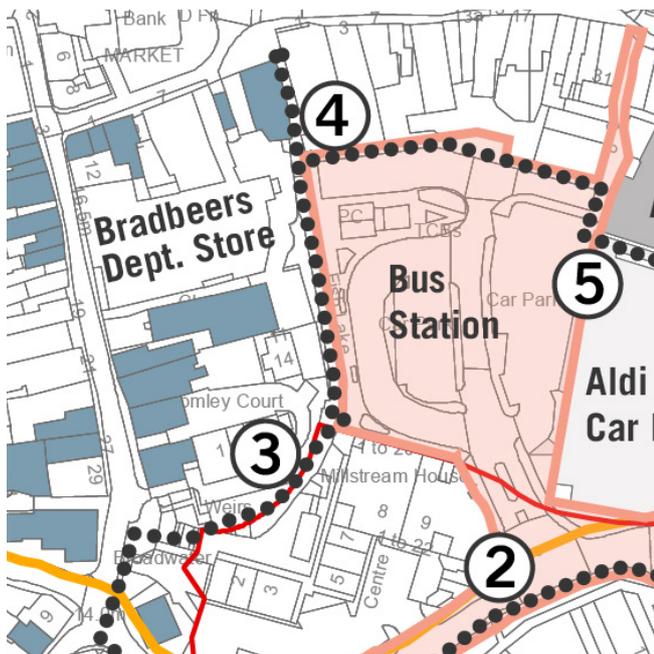
Area 2: Front of Duke's Mill

- Would love to see multi-storey car parking, low level with a park on top (trees and flowers type park) as they do in lots of French towns. Investigate if the water table can be engineered if the car park is sealed
- Better access for public
- Reduce traffic congestion
- Increase parking
- Bus routes
- Sticks out like a sore thumb at present. Maybe other development around it could integrate it. Between bus station and river – lower the ground out in grass benches etc
- General flow of traffic needs improving. Open up Dukes Mill, make more of a commercial space – buskers / artists etc. Detached from town centre needs to be better connected to town centre. Better access to water
- Broadwater Road acts as a cut off
- New access from Bypass
- Barrier
- No idea where town centre is
- Signs not effective – finger post by Crosfield
- All car parking on Crosfield? Retail closer to town
- Shops in Dukes Mill struggle
- Newer flats built around Dukes Mill
- Just doesn't work
- Domino's doesn't generate footfall
- Need to create route between Dukes Mill and up to the Hundred
- Avoid Romsey being just another town
- Want waterway out back cleaned better. Improved view
- Aster flats – demolish or tidy flats up
- Site has been improved not long ago
- Leads to Bell Street, the only through road in town
- Flower bed blocks through view to Dukes Mill
- Dukes Mill 1970s – charm of Romsey very intimate – Dukes Mill very cold
- Dukes Mill good attempt at making something of the river, but sad it isn't used more
- Aster homes area – skate park, young people activities, landscape improvements, unwelcoming area



Area 3: Rear of Duke's Mill

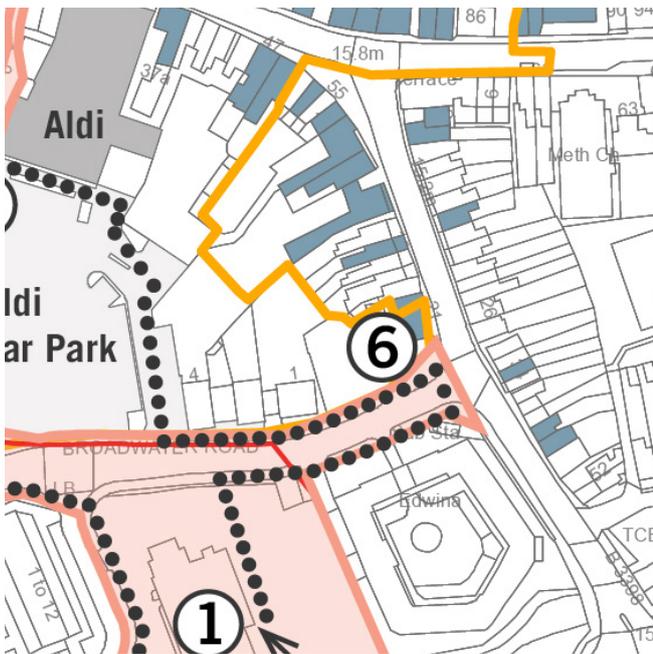
- Looks very 1970s... A pocket park here would be lovely, relandscaping and planting to feature the river, with areas to paddle – at the moment you're segregated from it – should be the opposite. Greener environment would mean cafes/restaurants can become viable medium-term. Try to bring people arriving at the bus station through this area into Bell Street
- Steps by Dukes Mill narrow/dark – address lighting. Remove big planted – make more space. Planter hiding Dukes Mill and water behind
- Not a lot of footfall
- Not attractive
- Difficult to get to / link
- Make more of waterway and links to Bell Street
- 'Sea of paving slabs' – free up streetscape with the historic buildings
- Market area between M&Co and Dukes Mill
- Children's play area and public space beneficial
- Restaurants / stores need to be high end
- Dukes Mill is disconnected from the rest of the town centre
- Rear of shops/ river – not nicely kept. Much more could be made of area. Make food and beverage area with seating outside
- Doesn't draw people in currently
- Level drop between Dukes Mill and residential flats
- Chalk stream won't flood
- Waterway walk connected to Stirling Walk
- Factory shop used to be Co-op supermarket
- Area not properly kept. Seating could be good. Improve look and character (more written but unreadable)
- Insensitive/featureless – needs enhancement. Bottom of steps onto Bell Street is very nice but needs continuing through. DM to the station. Needs signs from DM to Bell Street
- Conflict between delivery lorries and spaces for blue badge cars - who are instructed to wait for goods vehicles. Is this a good combination?
- Need someone to maintain the waterway, similar to around Abbey Water, just clean it up and keep it lovely as it is
- Stepped down approach easier for access to water
- Shops unattractive. New enhancements



Area 4: Bus Station

- River overgrown, feels like a ditch. If cleared back and some access points it would be an attractive feature
- Walkway from toilets into Superdrug etc feels very abandoned – backs of buildings. Paint / plant pots to make more attractive
- Link through Dukes Mill
- Provide public toilets in Crosfield Hall
- Park open space seats
- Bradbeers are a major benefit and draw for people in the surrounding area as well as the towns people
- Car park by bus station convenient but not essential. Bradbeers have done a good job of opening up 3 access points to Bradbeers. Disabled parking in Romsey limited so need to keep. Could link Bradbeers care area to other side by toilets better communal space, remove toilets open up water way
- Bus station with retail
- Walk through to The Hundred – how do you get there?
- Landscaping
- Bus station layout / design isn't bad but perhaps not this location
- This becomes the front of Romsey
- Coach parking would need to be catered for
- Poundberry – raised community facility example
- Area behind toilets / Bradbeers should be pedestrian priority
- Bus station location – safe for school children. Can't feel isolated if over at Crosfield Hall
- Toilets very handy in this location
- No more shops needed, can't sustain it
- Love the independent shops
- Could Boots open up and trade on other side like M&Co
- Public toilets are really important
- Backs of buildings not attractive
- Cluster care and retail culture at the back of shops
- Short term car parks are important
- Possibly alter the flow around the bus station, but has disabled parking and this is needed
- Need to retain bus stops and bus station to get a cultural hub
- Toilets and taxi in same place and shelter. Bus station goes straight into shops, convenient in the location – good focal point
- Free parking all day every day. Consider different ways to pay
- Toilets need to be updated and improve area to rear of M&Co. Keep public toilets
- Keep bus station where it is. Fine as it is, well maintained. Increase in services could require more seating
- Bus station is in ideal location, pollution won't be an issue with electric buses
- Definitely keep public toilets within a new bus station
- Fan of flower beds in bus station
- Important that bus station kept central – more seating at bus station, ticket office
- Is the bus station too big for Romsey's needs
- Bus station air quality
- Move the bus station to be closer to the bypass
- Good location but bad layout. Used regularly not enough shelter/seating, nice river frontage
- Nice railings but encourage litter
- Bus station a waste of space
- Broadwater flats – not a part of the plan – are nevertheless an eyesore
- Railings along bus station nice, could be continued along into Dukes Mill

- Car park/bus station could be better community space for better bigger markets
- Cars enter the road into 2 dead ends (back of toilets and Natraj), unable to see ahead, with nowhere to go except 3 point turn, space is often congested with cars parked on double yellow lines (may have badges, we didn't check)
- Toilets – essential but unnecessarily ugly! Also need more elsewhere in town – with signage
- Public toilets / back of M&Co backside of Romsey. Service yard needs to either cater for disabled or deliveries or have limited delivery times



- Wayfinding a possible issue, better signage for car park for particular uses (shops etc) and signs for walking through town
- Junction at Broadwater House very confusing
- Banning Street? Possible entrance off the bypass. Wall on Broadwater/Dukes Mill very dull and uninviting
- Point 6 on map – junction improvement (Prezzo area)
- Broadwater, not very pedestrian friendly, link to Bell Street?
- Why did the roundabout go at end of Broadwater. Traffic still very congested (Prezzo). General flow of traffic north wards from bypass
- Broadwater Road (medium stay) car park – redesign – not easy to manoeuvre into spaces. Traffic chaotic
- Unpleasant junction

Area 6: Broadwater Road

- Very busy junction. If car park entrance directly off bypass this would be dramatically quieter and the many lovely buildings would have a chance to be seen
- Traffic flow at junction can be very difficult – a roundabout perhaps?
- Aster flats do not lend themselves to Romsey.
- Arches on Stirling Walk very well liked
- Vehicle movements feel like they're here for parking
- Disabled parking close to the town centre
- Prezzo junction
- Access to town centre – different route in
- Vehicles in The Hundred?
- Romsey Rapids car park could cater for the town centre
- Move the bypass south of leisure centre
- Block off Broadwater Road, but where do the cars go? One way system?
- Salisbury bus station – bad example
- Issue on junction, pedestrian crossing difficult
- Park at Rapids and walk, hard to cross
- Comrades Club – should be redeveloped its an eyesore
- Classic Car day – need lots of open space
- Got to know your way around if you want to get through (car and foot), issue for visitors

Comments received not attributed to area

- Need to advertise markets more often
- Introduce park and ride, buses into the heart of town near Bradbeers. Multi storey sports centre per car park at Abbotswood – better sources
- Include parking on industrial estates
- Service via railway station
- Very few cycle paths out of town, especially those well connect
- Pavements on A27
- Protect the skyline in Romsey nothing above two storeys
- Bring Prezzo into the town
- Need to encourage sustainable / attractive transport
- Big cars need more space to park – car park spaces need redesigning
- Live over retail 18hr life
- Cost of rent in the town
- Slow traffic down – 20mph throughout Romsey
- Keep trees / add more
- Need to allow for people accessing from all directions
- Maintain disabled parking
- More cycle parking
- Not enough car parking
- Modern architecture doesn't have to clash with conservation
- Add some art/sculpture
- Indicator boards for car parking spaces
- Improved car parking, if modular multistorey needs screening
- Any news on Romsey being an eco town, low sodium lights, dark sky project
- (Canada rail station have drop off lanes - kiss&ride) which are drive through, for those who drop by car for school transport or work)
- Check levels
- Stabilisation of stream as features
- Surfacing across the site
- Not necessarily the same as corn market
- Open up, remove barriers/walls see Watermark West Quay
- People come to Romsey for the small market town and the Abbey
- Utilise upper storeys in town centre buildings
- Romsey doesn't have a real entrance
- Bypass – Speed restrictions are ignored, especially motorcycles, noisy cars. Sleeping policemen needed
- More parking at Waitrose a possibility?
- Long stay car park at Rapids great but not suitable for everyone. Need more parking like that with small bus / land train in between
- Could there be a more efficient loop (to mirror bus station loop or be incorporated in it)
- Concrete paved area unattractive, could be used for seating or activity area overlooking water
- Brick walls block view of water, railings, as installed towards bus station, would be more attractive and appealing
- What can we do to influence business rates reduce them to encourage diverse range of businesses
- Need units for smaller businesses i.e. Molly Den. Pop up shops for people to trail
- Any car park needs to be replaced with another
- Cycle routes into town is through the carriage. Improve cycle path or make cycle path along Bypass road
- Cheery trees on Bypass – space could be utilised, cycle path. Open up waterways at rear of Crosfields. Improve park
- False façade with entrance links to the Hundred
- Parkland – feature
- Mini bus by Waitrose / library / railway station
- Walkways (linking area, riverside walk)
- Anything implemented should be low maintenance
- Attractive backs, no need for more green
- Nice new entrance to Bradbeers
- Not being able to find a parking space will put people off visiting
- Nice sign above Stirling Walk
- Free car park further out
- Do we need the recycling? Is it in the right location?
- Don't need another supermarket
- Edwina Mountbatten House – old and tired

- Feedback and regular updates welcome
- Long lease on TVBC land
- Access to facilities and shops
- Support residential in town centre
- To succeed, it needs to attract people to Romsey rather than West Quay
- Pantiles in Tunbridge Wells a good precedent for Romsey – appreciate no traffic there though
- Move the parking to be next to the bypass
- Have bus stops close to the shops
- Have a bus route (or many) going via the train station
- MSCP – maybe the ground floor being lower than current ground floor – as far as the water table allows
- Have ‘gateways’ for pedestrians from the relocated car park at bus station into the town to draw people into the town centre
- Council owned retail – 6 month start up lease
- Park and ride an option – is it big enough
- Bottle neck at bypass roundabout
- Create new circulation route
- No need for additional green space
- Nightingale – seen as a community hub for people to use as community café. Will be a new facility in Romsey
- Bypass could be moved to give more space
- Short stay car park very convenient
- Central coach parking drop areas busy

APPENDIX B | ENGAGEMENT WITH SECONDARY SCHOOLS

Romsey School Comments

Shopping and Leisure

Positives / opportunities	Negatives
<ul style="list-style-type: none"> • Food • WH Smiths • Leisure centres / sport • Market • Pet shop • Good transport • Layout – main high street and few turns offs • Humbugs – original • Aldi • Restaurants – Prezzo • Rapids and leisure area • Memorial park • Skate park • Hayes music shop • Festivals – Christmas, beggars fair, carnivals, Romsey show • Easy to get around 	<ul style="list-style-type: none"> • Male shops – JD Sports / sports wanted • Need poundland • Primark / H&M wanted • Cinema wanted • Less coffee shops • Mini Ikea / Ikea coffee shop (with meat balls!!!) • Station House to have shops/museum • New Look left • Wish we had a cinema • Memorial Park café too expensive • More volunteering opportunities and part time jobs • Repeated shops – coop, hairdressers, estate agents, charity shops • Need more alternative shops • All aimed at older generation

Environment and Open Space

Positives / opportunities	Negatives
<ul style="list-style-type: none"> • Public art in passages to bus station • Benches in scenic spots • More trees • Restoration of sports places • Improve parking • More activities of the elderly • Graffiti wall • Improve pathways by canal • More events • More shows in the plaza • Trees • Some public transport • Good for smaller children • Events, brings people together 	<ul style="list-style-type: none"> • Litter • Pollution from traffic • No space for teenage / older children and lack of investment • Teenage jobs • Too many cars, busy (Improve roads – one way?) • Improve bikes (bike hire), cycle paths • No space to play football • Need more activity centres • Not much for teenagers to do • Not enough places to eat • Youth groups

Moving Around

Positives / opportunities	Negatives
<ul style="list-style-type: none"> • Boris bikes could be introduced • Improved cycle paths • New bus shelters • Improve access to Dukes Mill • Lighting near Memorial Park • Very accessible • Lots of places to park • Cars are one way system • The canal is nice to walk down • Location of the bus station • Central car park • Historic market town • Good cycle paths 	<ul style="list-style-type: none"> • Pavements are small and uneven • Lack of bikeracks • Congestion • Car parks are full • Toilets need cleaning (smelly) • Narrow pavements (disability problems / push chairs) • Market place – uneven surface • Need more crossings – centre of Romsey • Bus station more accessible – better layout / signage / more seats • Pedestrianise some roads • Congestion – due to extra houses • Newspaper rounds need to be accessible for teenagers



Other comments received

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • More police stations • Improve hospital / doctors / expand to feel safe • Expensive to live here • Sports Hall • Keep Crosfield Hall • Golf range • Small modern affordable housing • Move bus station • More restaurants • More benches • Car park could become a huge park • We could have a Primark | <ul style="list-style-type: none"> • We need more Youth Centres for all ages • More computer shops • Traffic congestion leaving Aldi car park, can't see traffic lights • Too many charity shops and coffee shops, need more clothes shops • Lots of rubbish so need more recycling bins • More charity events, cycle paths are okay • More for younger people, currently go to Southampton | <p>History nice but not much to keep us here</p> <ul style="list-style-type: none"> • McDonalds wanted X 8 • Cinema wanted X 8 • Starbucks wanted X 2 • KFC wanted X 3 • Arcade wanted X 2 • Bowling • Trampoline place • Something fun for kids |
|---|--|--|

Mountbatten School Comments

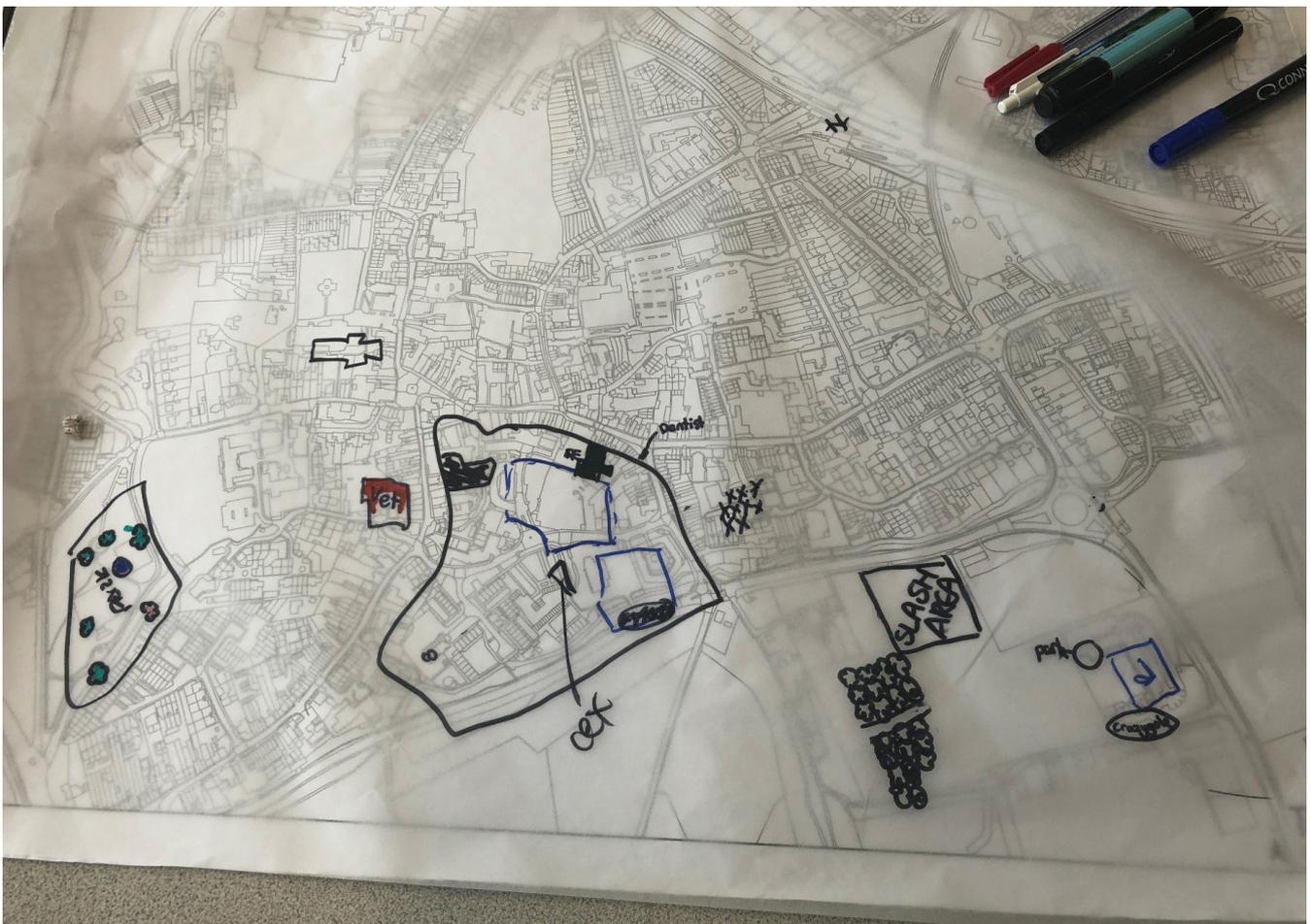
Positives / Opportunities

- A lot of old buildings
- Golden Gecko
- Reeves
- Humbugs
- Safe place
- Old buildings
- Streets one way
- Old peoples homes
- Costa
- Waitrose
- Memorial Park
- Train station
- You can walk in
- Variety of shops
- Recently improved for pedestrians
- The Rapids
- Visually pleasing
- Dominoes / Roma pizza
- Not too much in Romsey – historic town
- Lots of old peoples home
- Canal paths
- Library
- Abbey – make more of
- Sadlers Mill lovely
- Nice market town
- Markets on Saturdays
- Memorial Park – café in the park
- Compact town
- Always something going on

Negatives / Issues

- A bit boring
- Pot holes
- Busy
- Not enough parking
- Video game store needed
- Poundland / Apple store wanted
- Too many charity shops
- Not enough cycle lanes
- Old toy shop
- They closed New Look
- They need a CEX
- Loads of cars and not enough trees = pollution
- Cinema wanted
- Red five
- Reopen the ice cream
- Add a lake
- Needs fast food
- Wider roads
- Need more doctors
- Needs kids hospital
- Traffic
- Park in Waitrose and walk into Romsey
- No badminton court
- Waterstones wanted
- Wider selection of books in the library needed
- Romsey War Memorial Park indoor seating at café
- Sundae's Child needs to stay
- More benches
- BMX track wanted
- Velodrome wanted
- Crosfield rebuild – two storey – bowling / community hub
- Need multi story car park
- Broadwater Road not welcoming
- Crosfield/Aster flats not good to look at, need to smarten up
- More employment opportunities from GCSE's
- Cheap clothing stores
- Too many cafes / barbers and charity shops
- Make pedestrianised
- If we had the facilities we would stay in Romsey (after school and on weekends)
- More variety in Romsey for young people

Mountbatten School Comments - mapping exercise



- Put leisure on Crosfield Hall
- Crosfield Hall has more potential, could have fast food, does have good car parking
- Could be more events at Broadlands - Ice rink
- Like Aldi
- Like prezzo
- Need teenage clothing shops
- Keep adult clothing shops
- Need diversity
- More cycle parking
- Cinema with the moving seats and bowling
- Restaurant
- Vegetarian/ vegan shops
- Pollution is bad in the area
- Solar panels on new development
- Like Memorial Park - seating and WiFi would improve it
- Need more advertising for local events

APPENDIX C | WORKSHOP WITH LOCAL AGENCIES AND PARTNERS

Retail and Business

- Bradbeers as flagship store
- More interesting shops – small independents / cheaper shoe shops / childrens wear
- Need for easier parking – no queues
- Small shop – Kerseys
- Pop up shops – local makers
- Covered market – small food suppliers, fresh food / farmers market
- Decked car park
- Rear of The Hundred to be turned into shop frontage
- Local public transport – part & ride
- Click and collect – for small shops
- Closing town to traffic (Hundred)
- Street art – performance art
- Outside food
- Dementia friendly
- Need a play café
- Public toilets are important
- Relocate Aldi to Crosfield /Edwina Mountbatten
- Public Realm on bus station
- What commercial units do we need
- Residential /employment units
- Coach drop off in town
- Reasonable car park fees

Getting Around - Aspirations

- Late night buses
- Modern bus station layout
- New access from bypass
- Multi storey car parking
- Make Aldi car park more effective
- Make The Hundred pedestrian only more often (Saturdays)
- More signage of smaller streets
- Develop Dukes Mill restaurants & café
- Taxi rank
- More cycle ranks
- More co-ordinated cycle ways (alternatives to one way system)
- Walk ways by Tadburn Stream
- Architectural landmark building with historical interest
- Must fit Romsey style
- Greenspaces on top of car park building / vertical gardens
- Cycle hire at car park interchange
- More car parking
- More coach drop offs & coach parking & seating area covered and toilets
- Better bus/train interconnection sign
- Social transport (shared/ volunteers) / adapted car not minibus
- Better signing of rapids car park for visitors and route into town £2.20 all day
- Electric car charging points
- Improve wheelchair access
- Retail in Dukes Mill including a charity shop
- Additional retail in area
- List of shops that alleyways lead
- More public toilets including changing places
- Distributed bus stations / interchange hubs circular (Driverless) transport system (pods)
- Easier access to health centre in SoTc
- Level paving – allowances for mobility scooter/prams/buggies
- Rebuild Edwina Mountbatten
- Make SoTc a cultural magnet (but watch impact of other venues) and hence a viable transports hub
- Make SoTc bus station a boarding point but not the main station for parking buses. Relocate bus station to train station.
- Maintain level access to/from town centre to/from bus station
- Make existing footways/footpaths into combined cycle /footways
- Allow cycle access two way on one way streets

Getting Around - Non Aspirations

- Don't stop free parking after 4pm
- No out of place modernist buildings
- Don't lose a central bus interchange facility
- No net loss of car parking including Aldi

Getting Around - Other Areas

- Improve value of canal walkways
- Cycle way link town to Testway
- Overall better maintenance of rivers and streams
- Remove traffic from Centre of Romsey
- Limit delivery times to early/late in town centre
- Halterworth Halt
- Make Greatbridge/Sun Arch more accessible
- Easier access into and out of Romsey
- Bus passes useable on a dial a ride/taxis
- Parking for train station

Leisure

- Rapids good site for community building
- Memorial park is an excellent facility but access is a problem so wouldn't replicate it
- Dukes Mill needs 'sorting'
- River Walk...? Need more things that draw people in
- Does the bus station need to be so big
- More things for young people
- Hall with a theatre
- Agricultural quarter? Arts Street/ Piazza/buildings on creative side
- Mustn't send existing facilities down hill
- Trees within the area are excellent, must be kept green
- Can Romsey be more green – solar panel
- Multifunctional community hall must be functional rooms for hire/ conference/health and wellbeing/ social enterprise/voluntary sector/ charities/foodbank
- Bus/car park function onto Crosfield site
- Smooth paths/tree lines
- Access to memorial park improve, reduce vehicle movements
- Pro-busking licence in the open space
- Links to Fishlake and Cricket Club from town centre
- Stream / canal better maintenance
- Signage is key to green spaces
- Connection re: Dukes Mill to history to towns history
- Romsey and water....open up where quality
- King Johns House as an example of something that is here – can we enhance it?
- Using and joining in with Poets Trail
- Car parks with more sympathetic design
- Cycleways/walks that encourage people in/out of the town centre

Community Facilities - Feedback Group 1

- We need to compare Crosfield to other existing facilities in Romsey
- Size of Crosfield is unique
- Carry out a feasibility study of local halls
- Any new building needs to be accessible
- Any new facility needs to have sufficient car parking
- New facility would need to be multi-functional and have a USP! And not compete with existing halls
- Could cater for sports activities/ young people/hold summer camps etc.
- Also needs to accommodate Council meetings
- What are the plans for Romsey Rapids, can we add/extend, put a new build on that site also?

Community Facilities - Feedback Group 2

- Can the Plaza incorporate a cinema?
- Could Romsey have its own cinema? Based on the 'everyman model' – much smaller/sofas/ drinks
- Needs to be as big as or bigger than Crosfield
- Could a new building accommodate more day to day living activities i.e. toddler groups etc
- Could cater/accommodate social enterprises/start up businesses
- Have offices for hire
- Need a healthcare centre – consolidate all services on one site
- Eastleigh BC looking at an all singing all dancing one stop shop internet café/health centre/ meeting place – research more about their model

Community Facilities - Feedback Group 3

- Crosfield Hall could be a landmark building, hold concerts/ art facility/ crèche/facility for young people
- Relocate with bus station – switch places
- New facility could include Visitor Information Centre
- Could be Discovery Centre
- Any facility needs sufficient parking
- New facility could be multi-storey building with gardens on the roof
- Social housing needs to be peppercotted
- Indoor bowls in community building
- Aster flats need redesigning
- Need a bigger better concert hall – the abbey focuses on choral and classic concerts room for both in the town
- Plaza to show films
- Hall that caters for young people as well
- The more housing we have deters young people coming back after college

Community Facilities - Feedback Group 4

- Needs to be very large hall, catering for growing population of Romsey, many groups have outgrown existing Crosfield
- Ferneham Hall in Fareham a good example
- Relocate community facility to other site, by Rapids, could be multipurpose facility with GPs
- GPs should be in more than one surgery
- Primary health care in Romsey needs to expand – new ways of working
- Need to look at other models

Community Facilities - Feedback Group 5

- Need a concert Hall in Romsey, similar to the Lights in Andover
- Could be 2 storey premises
- Could have a walkway over Broadwater Road, better connected to the town
- Centre could be a charity hub – providing offices
- 10-16yrs not catered for in Romsey
- Need rooms for artists to work from/studios
- Can the churches fill any existing gaps in providing activities/office space/community activities
- Can we develop up a pop radio station to promote RF and other local initiatives
- Replace Edwina Mountbatten House with Crosfield

General Comments - Feedback Group 1

- Delivery of social housing – need to upgrade quality, nice environment to become part of the town
- Mixed tenure of housing, integration and inclusion, important
- Incorporate new play facilities
- Enhance waterways, include pathways
- Give Romsey a clearer identity
- and make welcoming, especially on arrival
- Way finding, signage, help with the flow of people – Bus Station, Dukes Mill and Bell Street
- Cycling routes through the town, avoid car use
- Multi-storey car park on bus station with buses going underneath
- Flow towards something eye catching – feature/landmark/public art
- Something to make empty shops look better
- Maps to say ‘you are here’ but also point out other points of interest
- Different coloured brick in pavement for routes to different points in interest
- Use history of the town

General Comments - Feedback Group 2

- Social aspects for elderly bus into town, coffee at Bradbeers, make a community hub
- Little facility for social transport that isn't a bus
- Issues getting from where people live to the main bus, which focus on main roads only
- Smaller vehicles –hub & spoke operation? Driver less pods at airports?
- Winchester Hill/Braishfield Road/ Cupernham Lane need to focus
- Aster flats – eyesore, not accessible for those with poor mobility
- Large developments – not inward looking, need to be part of Romsey too, help the town centre
- Need smaller housing sites with more affordable housing with their own services, green space & play areas for children
- GP provision – additional housing requires additional GP Practices/ services/suitable accommodation
- Gridlock in centre of town if any issues elsewhere locally
- Sun Arch, need to look at the bridges i.e. Greatbridge Road
- Size of lorries on Cupernham Road

General Comments -Feedback Group 3

- Sustainability needs to be included. Electric charging points and recycling centre, plastic waste exchange
- Solar panels to be incorporated on roofs
- Viridor money for projects in 10 miles radius, need to involve them
- Accessibility – walk/cycle/prams/wheelchairs
- Parking, need enough of it/ half an hour free / 4 hours @ Rapids is good
- Open up the waterways, make them a feature
- Public transport needs to remain
- Public toilets
- Broadlands should be more involved
- Historical tours could be evolved
- Tableaux of how Romsey could look in the future done by school children
- Need to think outside of the box in consultation phase
- Pop up shop, ability to use empty shops when you wish to make it easier for start up businesses
- Could be using empty shop windows to promote SoTc

General Comments - Feedback Group 4

- Piazza area incorporated to take advantage of river
- Keep bus station central, possibly move to Aldi Car park, Aldi move to Crosfield hall site and crosfield move to Aldi building site. 2 storey car park for Aldi on Crosfield Hall site
- Keep trees, if any lost need to be replaced with at least 2
- Keep toilets close to centre of town, incorporated in new Crosfield Hall
- Forget Andover and approach shops which fit in and enhance the market town feel. Business – above shops, make into small units
- New crosfield hall, don't impact negatively on existing facilities (Abbey/Plaza)
- Gear anything towards those coming into the area – young professionals with children
- Can't lose car parking within the centre, must count Aldi provision into the numbers
- Need to look at transport in the town from perspective of young people living in areas like Braishfield, Lockerley, Wellow. Look at the timings

General Comments - Feedback Group 5

- Priority services
- Fair Trade town, supporting Fair Trade
- Work towards an eco-town model i.e. alternatives to plastic bags, improved bins
- Relocate recycling to a site where it can grow
- People dumping/fly tipping, need to make getting rid of waste legally easier
- Don't lose free ultra short stay car parking, introduce residents cards which allow you to park for free. Free parking on Sundays and after 4pm brings people in
- Car parking meters
- Bottleneck Alma Road caused by Waitrose, love lane could be opened – entry only
- Events @ Broadlands, link from Centre – change enhance /exit to near Rapids
- Residents discount for big events to make up for putting up with disruption
- Enhance the canal along the by-pass – make it easier for people walking into town and along the river



Romsey: South of Town Centre Masterplan

Romsey Future

South of the Town Centre Masterplan

Romsey: South of Town Centre Masterplan



Stage 2
Consultation
Findings

July 2020



PERKINS+WILL

Alan Baxter



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1 | INTRODUCTION

The South of Romsey Town Centre Masterplan project has come about through Romsey Future. In November 2013, a number of organisations working in the town came together to create the Romsey Future partnership. Romsey Future has enabled people and organisations in and around Romsey to work better together, and has helped to deliver a number of projects for the benefit of the community. The partnership published a vision document in early 2016, which sets out a long-term strategic vision for the town. This vision was based on a large-scale public consultation exercise, which provided a consensus for the town's future ambitions. These ambitions included wanting to see a healthy town centre that meets the needs of current residents and their expectations for the future. One of the ways to achieve this is to consider how land south of the town centre, including the bus station and Crosfield Hall site, could be utilised more positively.

Nexus Planning was commissioned in 2018 in partnership with Perkins & Will Architects and Alan Baxter Associates, to prepare the South of Romsey Town Centre Masterplan.

This consultation report relates to the public consultation undertaken during Stage 2 of the South of Romsey Town Centre Masterplan project (Feb-Mar 2020). It followed extensive consultation and public outreach undertaken during Stage 1 of the project (2018) and a Citizens' Assembly (Nov 2019).

This report describes the consultation process to date and contains a detailed account of the findings of Stage 2. A more detailed breakdown of comments is included at Appendix A and Appendix B.

Masterplan Timeline



Site Photos

2 | SUMMARY: STAGE 1 CONSULTATION

The first stage of consultation for the project was carried out over an 8 week period in September and October 2018. During that period, 15 public events were held or attended. Members of Romsey Future, as well as representatives from the Council and the consultant team distributed consultation postcards at a series of consultation events. The postcards asked members of the Romsey community to record their ideas or priorities for the area. More than 2,000 postcards were distributed and 200 responses were received. The consultant team also ran 'Walk and Talk Tours' of the area and held workshops with local schools.

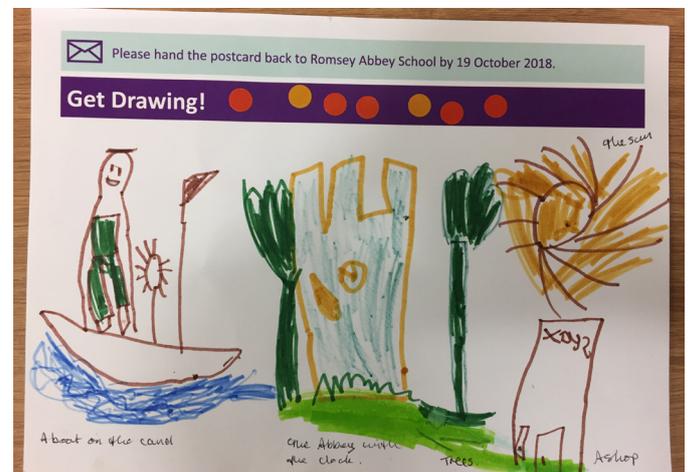
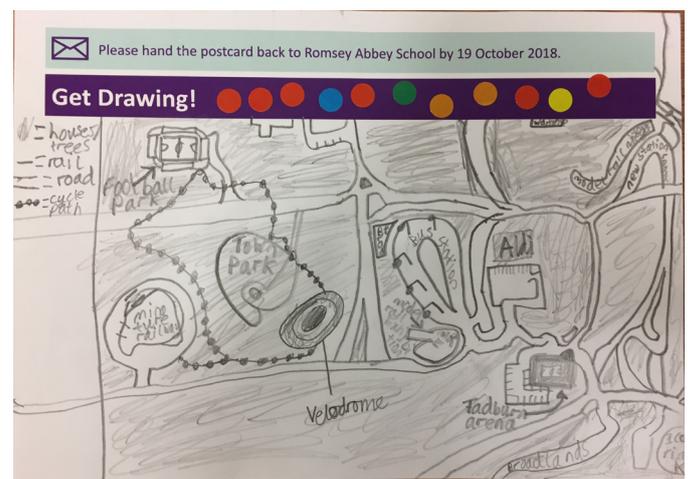
In addition to the consultation events, banners and postcards were displayed in the Former Magistrates Court and Crosfield Hall for the duration of the consultation period, the purpose of which was to 'spread the word' about the consultation. It was important to the consultant team that as many Romsey residents were engaged as possible.

At the end of the consultation period for Stage 1, the consultant team reviewed all the feedback received through postcards responses and face-to-face feedback. The key messages were:

- It is important that car parking remains easily accessible and available within walking distance of the town centre;
- The character of Romsey must be retained and complemented in any future development coming forward;
- The waterway between Bradbeers and Dukes Mill is not currently utilised to its full potential;
- Existing community facilities made available for public use are valued, including in the Crosfield Hall;
- A better variety of shops within the town would be supported by residents;
- Better pedestrian links throughout the whole of the area would improve the experience of anyone on foot; and
- More trees and greening would help to improve the appearance of the area.

On completion of the Stage 1 Consultation, a schedule of ideas was collated. The schedule pulled together all the ideas that were suggested by members of the public for the area. This 'Ideas Register' is attached at Appendix C.

The Consultation Report that was prepared for Stage 1 is available as a sister document to the Masterplan Report.



Stage 1 consultation drawing competition

3 | CITIZENS' ASSEMBLY

Summary of Citizens' Assembly

In May 2019 the Government launched a pilot programme called Innovation in Democracy. Test Valley Borough Council were one of three local authorities selected across the country to arrange a Citizens' Assembly. Test Valley's focus for the Citizens' Assembly was the South of Romsey Town Centre area. A representative group of 50 members of the public were selected to take part in the Assembly which was held in November 2019. The Citizens' Assembly was asked: *"How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?"*

Over the course of the two weekends, the Citizens' Assembly participants listened to a series of presentations from experts across a range of disciplines. The purpose of these presentations was to arm the participants with the knowledge required. A group of facilitators then led them through a participative and deliberative process. The process was designed so that the group was able to receive and exchange information, to critically examine the issues at hand, and come to an agreement which would inform decision making.

Whilst independent of the Masterplan process, the focus of the Citizens' Assembly topic related to the future of two of the sites included within the Masterplan area, the Bus Station site and the Crosfield Hall site. Two members of the masterplan team actively participated in the Citizens' Assembly in their role as experts.

Priorities and Recommendations

The output of the Citizens' Assembly was a report with a set of 12 priority statements, seven of which were to be taken forwards as recommendations. The 12 priority statements are included below, and those that were selected to be taken forward as recommendations are highlighted.

The 12 priority statement proposals are ranked in order of total support (i.e. the 'support' and 'strongly support' votes combined). Those highlighted received over 50% 'strongly support' and were further developed into recommendations for presentation to the Council:

1. **Make Romsey an attractive, vibrant centre of excellence including green spaces and wildlife corridors;**
2. **More green spaces in the area to enhance, protect and increase our natural environment, which includes wild animals and plants;**
3. **Well-planned, connected and accessible infrastructure (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists;**
4. Make healthier living easier – design in more opportunities for healthy activities;

The Planning Balance

- The process of 'weighing up' the relevant factors is often described as the 'planning balance'.

Shopping List

➔

Evidence

➔

The Planning Balance

➔

The Masterplan

➔

Delivery

Extract from Citizen's Assembly presentation

Some examples of key considerations in weighing up the planning balance

1. Existing context
2. Land uses / market
3. Transport and access
4. Sustainability
5. Phasing

5. **Improved transport infrastructure to encourage a sense of community – with viable options for moving around;**
6. **Community hub and green spaces that bring people together (across generations);**
7. **Design an integrated transport and parking plan that includes walking, cycling, public transport and cars and thinks about all the different kinds of people coming into the town (accessible parking, but still encourage bus use, especially by younger people);**
8. Attractive and diverse businesses and shops in flexible units with space for start-ups and local businesses to bring greater variety and more jobs;
9. **Lots of things in the town centre that are affordable and accessible for all which everyone living in Romsey knows about and can take part in;**
10. Make Romsey the first truly green historic market town;
11. Reduce the number of vehicles in the town centre by half by 2025; and
12. Achieve 'Green Town' status by 2025.

The final Citizens' Assembly report is available online.

While the Citizens' Assembly was independent of the Masterplan and Stage 2 consultation process, the outputs have helpfully provided important input into the Masterplanning process. All 12 priority statements and 7 recommendations are well aligned with the emerging Vision and Design Principles of the Masterplan.



4 | STAGE 2 CONSULTATION

Purpose

Following Stage 1 Consultation, a set of principles and Masterplan Options were prepared for the short, medium and longer term. The purpose of Stage 2 Consultation was to obtain feedback from the public on those principles and options.

Process

The Stage 2 Consultation on the draft South of Romsey Town Centre Masterplan ran for a six week period from 7th February 2020 to the 20th March 2020.

The consultation period was advertised via a postcard that was distributed to all businesses and residents in close proximity of the site.

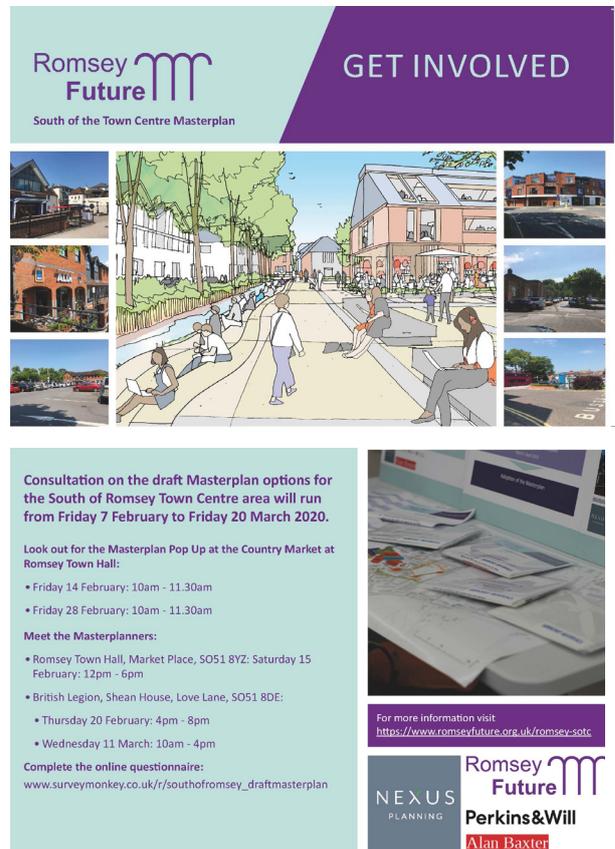
Postcards and consultation posters were displayed in some cafes, restaurants and pubs within the town centre. The consultation was also advertised in the Romsey Advertiser on Friday 7th March 2020.

A dedicated page on the Romsey Future website provided background information about the project, a copy of the consultation boards, and a link to the online survey. The consultation was also advertised on the Council's Facebook page.

When not being used at an event, the consultation boards were displayed at the Council reception at the Former Magistrates Court.

A series of public events were held over the course of the six week period, including three "Meet the Masterplanners" events. At least two members of the consultant team attended each event, along with Council representatives. In addition, Masterplan "pop-up" events were held at the Romsey Country Markets on Friday, 14th and 28th of February 2020 which helped to further promote the consultation.

At each event, the consultation boards were displayed, allowing attendees to read each board, understand the background, review the proposals, and complete a questionnaire (in hard copy there or later on-line). A copy of the consultation boards is contained at Appendix D.



Stage 2 consultation postcard

The questionnaire was designed to allow respondents to identify on a sliding scale whether they agreed or disagreed with the Masterplan priorities and the Masterplan options. There was also space provided for respondents to leave any further comments, thoughts or ideas. A copy of the questionnaire is contained at Appendix E. The results and feedback received is included overleaf.

Council officers or members of the consultant team also contacted the following stakeholders directly to advise them of the consultation:

- Landowners
- Bus operators
- Hampshire County Council
- Taxi operators
- Participants in the Citizens' Assembly

Results

Masterplan Priorities

Respondents were asked their opinion on a range of suggested priorities and their suitability for the area to the South of Romsey Town Centre.

The suggested priorities included:

- Increasing the range of uses and providing a modern retail offer (including food and beverage) that does not compete with the existing offer
- Providing a sustainable plan that seeks to enhance environmental and human health
- Improving car parking whilst also ensuring flexibility in the future for more sustainable methods of transport

- Prioritising the provision of high quality green spaces
- Improving access and utilisation of the Fishlake Stream
- Providing better pedestrian and cyclist links across the area including improvements to signage and wayfinding
- Promoting and enhancing Romsey's historic character
- Providing community facilities that are of a high quality and accessible to all
- Encouraging a lively café culture and evening economy

A summary of the responses received can be found in the table below:

	Strongly agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree	
	#	%	#	%	#	%	#	%	#	%
Increasing the range of uses and providing a modern retail offer (including food and beverage) that does not compete with the existing offer	54	22.5	83	35.0	43	17.9	27	11.3	32	13.3
Providing a sustainable plan that seeks to enhance environmental and human health	129	53.3	86	35.2	14	5.7	9	3.7	5	2.0
Improving car parking whilst also ensuring flexibility in the future for more sustainable methods of transport	99	40.7	77	31.7	35	14.8	19	7.8	12	4.9
Prioritising the provision of high quality green spaces	115	37.5	76	31.4	30	12.4	11	5.0	9	3.7
Improving access and utilisation of the Fishlake stream	73	30.0	72	29.6	63	25.9	20	8.2	14	6.2

	Strongly agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree	
	#	%	#	%	#	%	#	%	#	%
Providing better pedestrian and cyclist links across the area including improvements to signage and wayfinding	122	50.6	68	28.2	30	12.4	12	5.0	9	3.7
Promoting and enhancing Romsey's historic character	147	60.7	59	24.4	24	9.9	6	2.5	6	2.5
Providing community facilities that are of a high quality and accessible to all	124	51.2	79	32.6	26	10.7	5	2.1	8	3.3
Encouraging a lively café culture and evening economy	66	27.6	80	33.5	45	18.8	24	10.0	24	10.0

To provide some analysis on the level of public support for each principle, we have arranged the principles below in order of agreement (the responses 'agree' and 'strongly agree' have been combined). This analysis has assisted the project team in identifying key priorities for the Masterplan. Importantly, every priority was supported by the majority of respondents.

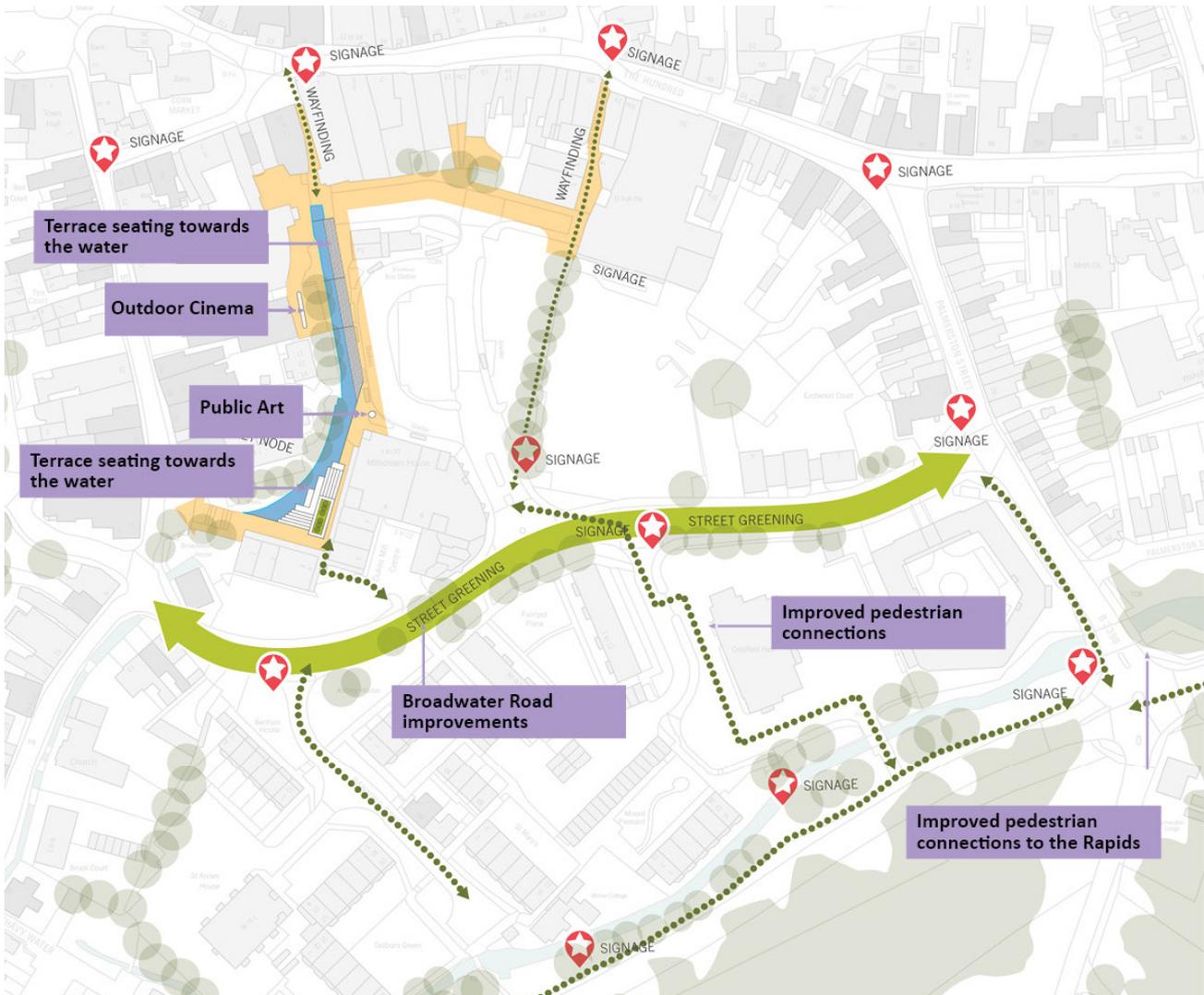
1. Providing a sustainable plan that seeks to enhance environmental and human health – 88.5%
2. Promoting and enhancing Romsey's historic character – 85.1%
3. Providing community facilities that are of a high quality and accessible to all – 83.9%
4. Prioritising the provision of high quality green spaces – 78.9%
5. Providing better pedestrian and cyclist links across the area including improvements to signage and wayfinding – 78.8%
6. Improving car parking whilst also ensuring flexibility in the future for more sustainable methods of transport – 72.4%

7. Encouraging a lively café culture and evening economy – 61.1%
8. Improving access and utilisation of the Fishlake Stream – 59.7%
9. Increasing the range of uses and providing a modern retail offer (including food and beverage) that does not compete with the existing offer – 57.5%

Respondents were also given the opportunity to provide written feedback on the principles. Nexus Planning has analysed the written responses and where a comment was made on three or more occasions, it has been included in the table below. The complete list of comments is provided at Appendix A.

Comments	#
Retain the character of Romsey	29
No more retail units required	19
No more coffee shops needed	13
Improvements to public transport required	10
More parking needed	10
Improvements to paving wanted	9
Retain bus station	9
More variety of retailers wanted	8
Walking and cycling routes required	8
Concerns raised about congestion levels	7
Retain Crosfield Hall	7
More greenery needed	6
Making more of the stream a good idea	6
Bus stops shouldn't be relocated to Broadwater Road	6
Pedestrianisation of the High Street wanted	5
More for younger people to do	5
Replacement facilities for Crosfield Hall needed	5
Against development at the stream	4
Crosfield Hall belongs to the town	4
Deck car parking welcomed	4
No more restaurants need	4
Deck car parking not wanted	3
The Broadwater Flats need a facelift / visual improvements	3
New development should be low rise	3
Romsey should become a leisure destination	3
Park and Ride needed	3
Public toilets to be available	3
Rapids are too far from the centre (to re-site facilities)	3
Shuttle bus needed (from Rapids)	3
Shopfront improvements wanted	3
Utilise the brewery site	3

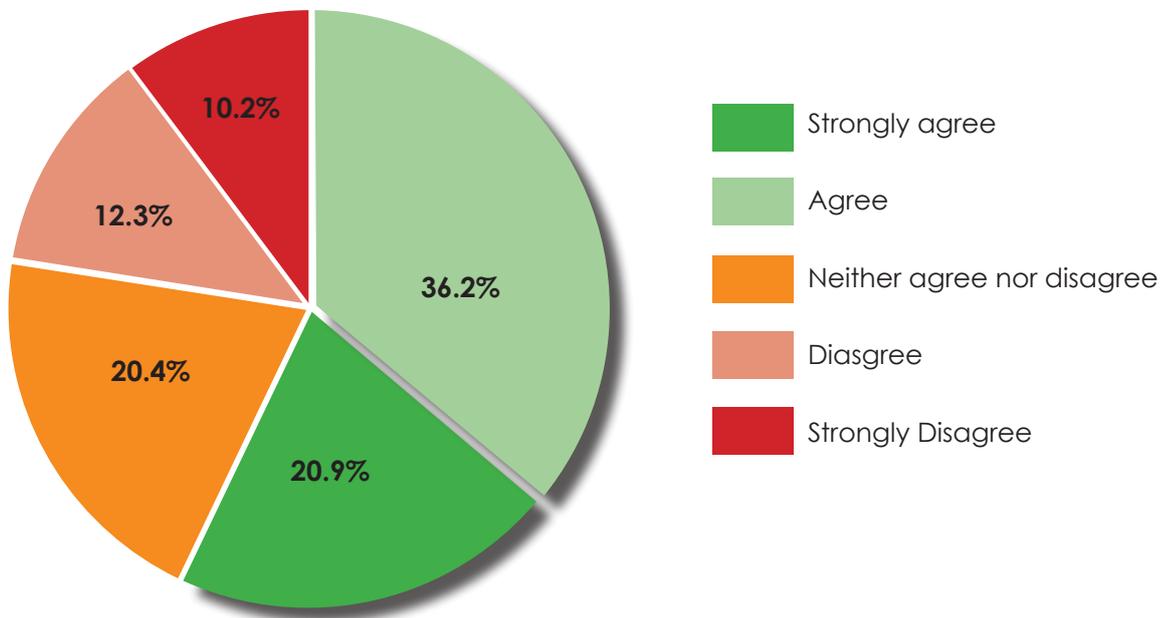
SHORT TERM OPTIONS



Respondents were then asked to provide feedback specifically relating to the short term masterplan options. When asked if they agreed with the short term options presented for the South of Romsey Town Centre, more than half

of respondents (57.1%) either agreed or strongly agreed with the options presented. Conversely, 22.5% either disagreed or strongly disagreed, while 20.4% of respondents responded neutrally.

	Strongly agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree	
	#	%	#	%	#	%	#	%	#	%
Short term option	49	20.9	85	36.2	48	20.4	29	12.3	24	10.2



A range of written comments were received, the table below summarises comments made by three or more respondents. Most notably, 11

respondents referenced that they would like to see the bus station retained. The complete list of comments is provided at Appendix A.

Comments	#
Retain bus station	11
Open air cinema not wanted	8
More greenery needed in the area	8
Agree with the proposals	7
Agree that more should be made of the area by the stream	7
Walking / cycle routes would be welcomed	5
Character of Romsey should be retained	4
Too much concrete in the plans / sketches	4
The area shouldn't compete with the High Street	3
Improvements to pavements required	3
More details required	3
No more retail units required	3
Open air cinema wanted	3
Retain Crosfield Hall	3
Don't move the bus stops to Broadwater Road	3
Use should be made of the Brewery site	3

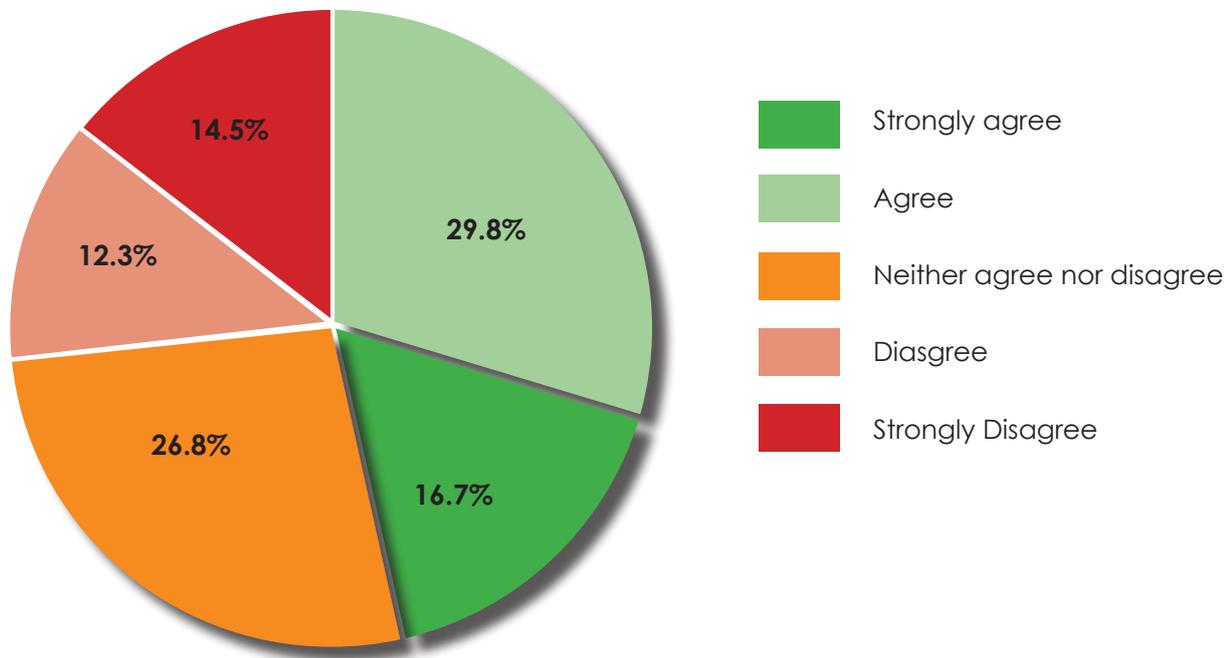
MEDIUM TERM OPTIONS



Respondents were asked if they agreed with the draft medium term options for the south of Romsey Town Centre Masterplan. Just under half of respondents (46.5%) either agreed or strongly

agreed with the options presented, while 26.8% responded that they 'neither agree nor disagree'. A further 26.8% either disagreed or strongly disagreed.

	Strongly agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree	
	#	%	#	%	#	%	#	%	#	%
Medium term option	38	16.7	68	29.8	61	26.8	28	12.3	33	14.5

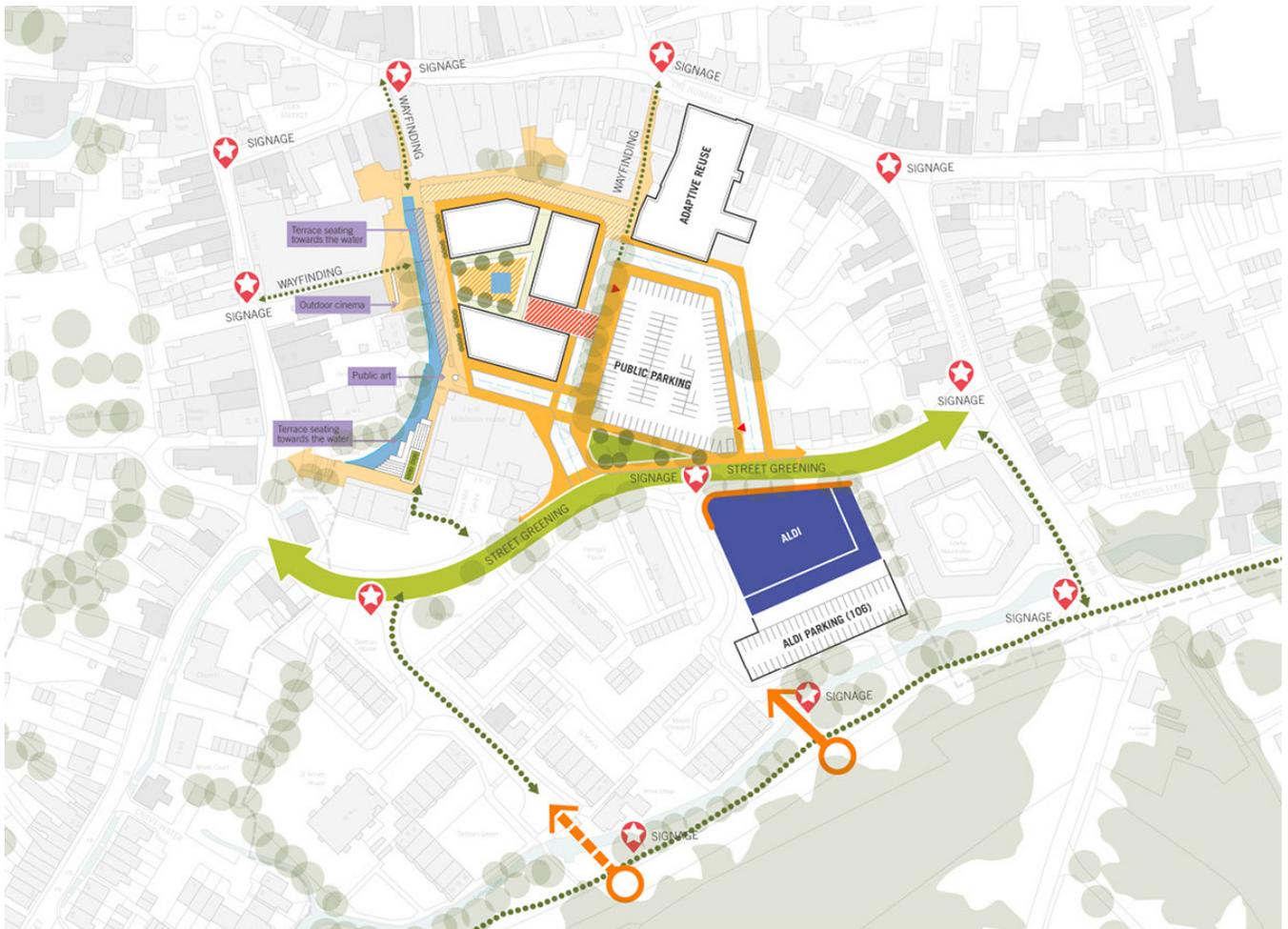


A range of written comments were received, the table below summarises comments made by three or more respondents. Once again the most common comment received related to

a preference for retaining the bus station. Ten comments were made about retaining Crosfield Hall, and another ten suggesting that Crosfield Hall's facilities should be reprovided.

Comments	#
Retain bus station	11
Retain Crosfield Hall	10
Retain facilities available at Crosfield Hall (new build)	10
Deck parking not wanted	9
No more retail units required	8
Rapids are too far from the centre (to re-site facilities)	7
Car use should be discouraged	5
Retain the character of Romsey	5
No bus stops in Broadwater Road	5
Against residential development in the centre	4
More details needed	4
Concerned about buses using the bypass	3
Cycle routes wanted	3
Build new facilities before demolishing Crosfield Hall	3

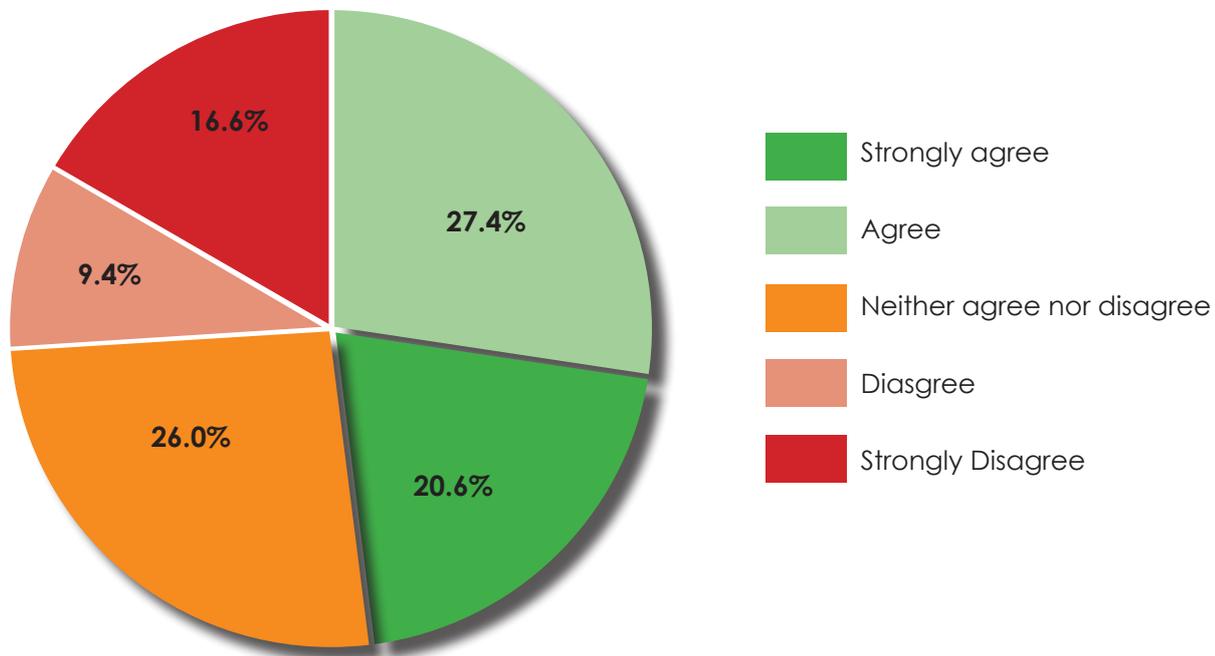
LONG TERM OPTIONS



When asked if they agreed with the long term options presented for the south of Romsey Town Centre, just under half of respondents (48.0%) either agreed or strongly agreed with the options.

A further 26.0% either disagreed or strongly disagreed. Meanwhile, 26% of respondents stated that they 'neither agree nor disagree'.

	Strongly agree		Agree		Neither agree nor disagree		Disagree		Strongly Disagree	
	#	%	#	%	#	%	#	%	#	%
Long term option	46	20.6	61	27.4	58	26.0	21	9.4	27	16.6



In the written comments section of the questionnaire, a range of comments were received. The table below summarises comments that were made by three or more respondents.

Comments	#
Character of Romsey should be retained	9
Agree with moving Aldi	6
Disagree with moving Aldi	6
Retain Crosfield Hall	6
No more retail units required	5
Rapids are too far from the centre (to re-site facilities)	4
Aldi car park could be used to create public space	3
Deck parking not wanted	3
Deck parking wanted	3
Linkages improved from Aldi to the Hundred	3
Remove the bus station	3
More greenery needed in the area	3
The redevelopment will create a poor gateway to the south	3
Retain Bus Station	3

Other comment

In the final section the questionnaire, respondents were given the opportunity to make any further comments that they had not had the opportunity to make. We have once again summarised the comments that were raised multiple times. In addition to responses made via the online

questionnaire, seven comments were received via the Romsey Future comments section, or via email, and these can be found in full as Appendix B. The comments that was made by far the most times related to retaining the character of Romsey.

The further comments received are summarised in the table below:

Comments	#
Retain the character of Romsey	14
Retain bus station	6
Concerns regarding congestion	5
More parking needed	5
Cycle paths required	4
Bus circulation option 2 (access from the Bypass) preferred	3
More variety of shops wanted	3
Postpone further work due to COVID-19	3
Retain Crosfield Hall	3
Replacement facilities needed	3
Public toilets needed	3



5 | RESPONSES FROM OTHER BODIES

Introduction

As discussed previously, the consultant team contacted a number of stakeholders directly to advise them of the consultation. These included:

- Landowners;
- Bus operator – Bluestar;
- Highways Authority – Hampshire County Council; and
- Participants in the Citizens' Assembly.

A formal written response was received from both Hampshire County Council Highways and from bus operator Bluestar. The responses are summarised below.

Local Highways Authority – Hampshire County Council

Hampshire County Council's response was in the form of a letter addressed to Romsey Future and Test Valley Borough Council.

Overall the response supports the principles of the Masterplan, and welcomes the proposal for an enhanced retail offer and mixed-use development within Romsey. The response identifies that by enhancing the critical mass of the town so that it can support better sustainable outcomes, it would in turn contribute to the resilience of local services, and reduce the need to travel outside of Romsey by private car.

In summary, the response also makes the following comments:

- Plans to improve pedestrians and cycle links and wayfinding across the site are consistent with a greater focus on sustainable and active modes of transport;
- Further consultation is required to understand the aspirations for traffic calming and improvements to Broadwater Road;
- Supports improvements to pedestrian connections in and outside of the Masterplan area;
- Requests continued liaison regarding changes to the bus station to ensure a workable solution is achieved;

- Improvements should be made to pedestrian access to bus services, high quality waiting facilities, and to ensure adequate waiting and pick up space;
- The proposals must not result in operational difficulties for bus services;
- If Option 2 of the bus circulation is progressed, careful consideration should be given to the feasibility of constructing access from the A27 (The Bypass) across Tadburn Stream;
- Recommends that TVBC should develop an accompanying parking policy and pricing strategy that aims to rebalance these competing requirements.

The Highways team also made reference to there being an increase in car parking capacity within the town delivered by the Masterplan and that this may undermine the efforts to enhance more sustainable and active methods of transport. It should therefore be clarified that a net increase of car parking is not proposed as part of the Masterplan. The Masterplan seeks to improve and reprovide as much of the existing quantum of car parking as possible

A copy of the HCC's response is provided at Appendix F.

Bus Operator – Bluestar

Bluestar provided a response on behalf of Bluestar and their sister company Salisbury Reds. The two companies operate four bus routes in and around Romsey and therefore regularly use the existing bus station in Romsey.

Bluestar supports the concept of the Masterplan improving the way people get around Romsey, and proposals to ensure the local economy is supported to continue to develop. Similarly, Bluestar supports the recommendations made by the Citizens' Assembly, particularly in relation to providing an integrated approach to transport, parking, accessible infrastructure, and creating a viable town centre.

Bluestar's main concerns with the proposals relate to the loss of the bus station and changes proposed to avoid idling buses. Their consultation response notes that in some cases a good

outcome in planning terms is not necessarily a good outcome from an operational perspective. They recommend that further consultation is carried out with bus operators to ensure that future specifications, arrangement and materials are suitable.

being located on Broadwater Road due to the severance of this area from the town centre and the needs of older users." These comments will be considered and taken on board in the final Masterplan where suitable.

The response concludes that "Our clear preference is for a bus hub rather than buses

Bluestar's response is provided at Appendix F.

Romsey Future

South of the Town Centre Masterplan

BUS CIRCULATION

With the proposed redevelopment of the Romsey bus station during Phase 1 of the Medium Term Scenario, the existing arrangements for bus passenger pick-up and drop-off would need to change. Over the course of the Masterplan, there are a number of potential options for reconfiguration of bus circulation. The options shown below have been developed for Masterplan purposes only at this stage. Each presents positives and negatives and are subject to detailed design and testing.

Bus Circulation Option 1



Bus Circulation Option 1

- o Bus stops to be relocated to Broadwater Road, and buses to use Broadwater Road roundabout to turn around
- o Bus routes to remain the same
- o Bus stops to be located within easier walking distance of Edwina Mountbatten House, but slightly further away from The Hundred
- o Roundabout to be widened to facilitate bus turning

Bus Circulation Option 2



Bus Circulation Option 2

- o Option to create new access junction from the Bypass in a left-in, left-out arrangement, and requiring a new stream crossing
- o Buses to use bus stops along Broadwater Road
- o This option would allow direct access from the Bypass to the new consolidated car park, reducing the impact of traffic on Broadwater Road
- o Minor changes to some bus routes required
- o Pampol Street to be widened

Bus Circulation Option 3



Bus Circulation Option 3

- o Buses to travel around existing Aldi car park, allowing pick up and drop off in a location in the centre of the Masterplan area
- o Shared surface would be required to manage the interface between vehicles and pedestrians
- o Bus routes to remain the same

6 | KEY MESSAGES

The purpose of the consultation period was to widely publicise the draft Masterplan and to obtain feedback from the public on the emerging principles and options. Whilst there can often be competing views on how masterplan principles and priorities, gaining a high level of public support is integral to success.

Following detailed analysis of the feedback obtained through the questionnaire, some key messages have been generated and these are outlined below.

Masterplan Principles

More than 50% of respondents either agreed or strongly agreed with each of the nine Masterplan principles. Having this level of support is important, as the Masterplan principles set the scene for the proposed options that follow. The five principles that received the highest support were generally related to the environment and health (including greenspace), the town's historic character and putting sustainable movement first, particularly pedestrians and cyclists. It is therefore integral that the Masterplan options reflect these principles.

In terms of the comments that were made in response to the Masterplan Principles, the comment that was made more than any other (29 times) was that it is important to retain the character of Romsey.

Short Term Options

The key response to the short term Masterplan options was that overall a majority of respondents either agreed or strongly agreed with the proposals (57.1%).

Of the comments that were made, the most common written response was that the bus station should be retained (despite the short term masterplan options not indicating the proposed removal of the bus station). Other written comments related to improving the amount of greenery in the area, providing support for the short term proposals, and agreeing that more should be made of the Fishlake Stream.

Medium Term Options

Just under half of the respondents either agreed or strongly agreed with the proposed options for the medium term. Just over a quarter of respondents were non-committal, neither agreeing nor disagreeing with the proposals, perhaps preferring to see how the final masterplan evolved.

Notwithstanding the significant level of support shown for the proposals, the most common written response related to retaining the bus station and this is consistent with the written feedback received on the short term options.

An equal number of respondents commented that they would like Crosfield Hall retained or that the facilities provided by the Crosfield Hall should be reprovided elsewhere.

Long Term Options

Just under half of the respondents (48.0%) either agreed or strongly agreed with the long term proposals. In a similar trend to that of the medium term options, just over a quarter of respondents remained non-committal, neither agreeing or disagreeing.

The most common written response made was that the character of Romsey should be retained. The next most popular comments were conflicting, with the same number of respondents identifying that they did not want to see Aldi moving as moving location.

Summary

The consultation process has confirmed the following key messages:

Retain the character of Romsey. This message has come up over and over again throughout the Masterplanning process. The Masterplan options will need to ensure that the proposals do not result in the detriment of Romsey's unique and special character.

Retain the bus station. Through the consultation process it was made clear to the consultant team that there is concern amongst residents and key stakeholders about the loss of the bus station and the facilities that it provides, including public toilets. The Masterplan should ensure that the infrastructure for buses is prioritised and not compromised. The Masterplan should also ensure that basic facilities such as public toilets and a taxi drop-off and pick up area are re-provided.

If Crosfield Hall is not retained, adequate facilities need to be re-provided. While Crosfield Hall is not optimal both in terms of the building, its use and its function and the contribution of this large site to the town centre at large, the services it provides to the local community are valuable. If the building itself is to be lost for the overall benefit of Romsey Town Centre, a thorough audit of the facilities it provides need to be undertaken, and its most important functions enhanced and re-provided in a location or locations that are accessible and convenient.

Ensure pedestrians and cyclists have priority. Providing sustainable movement options is key and improving the environment for pedestrians and cyclists should be prioritised. This includes contributing to a better link between the town centre and other areas such as the Rapids.

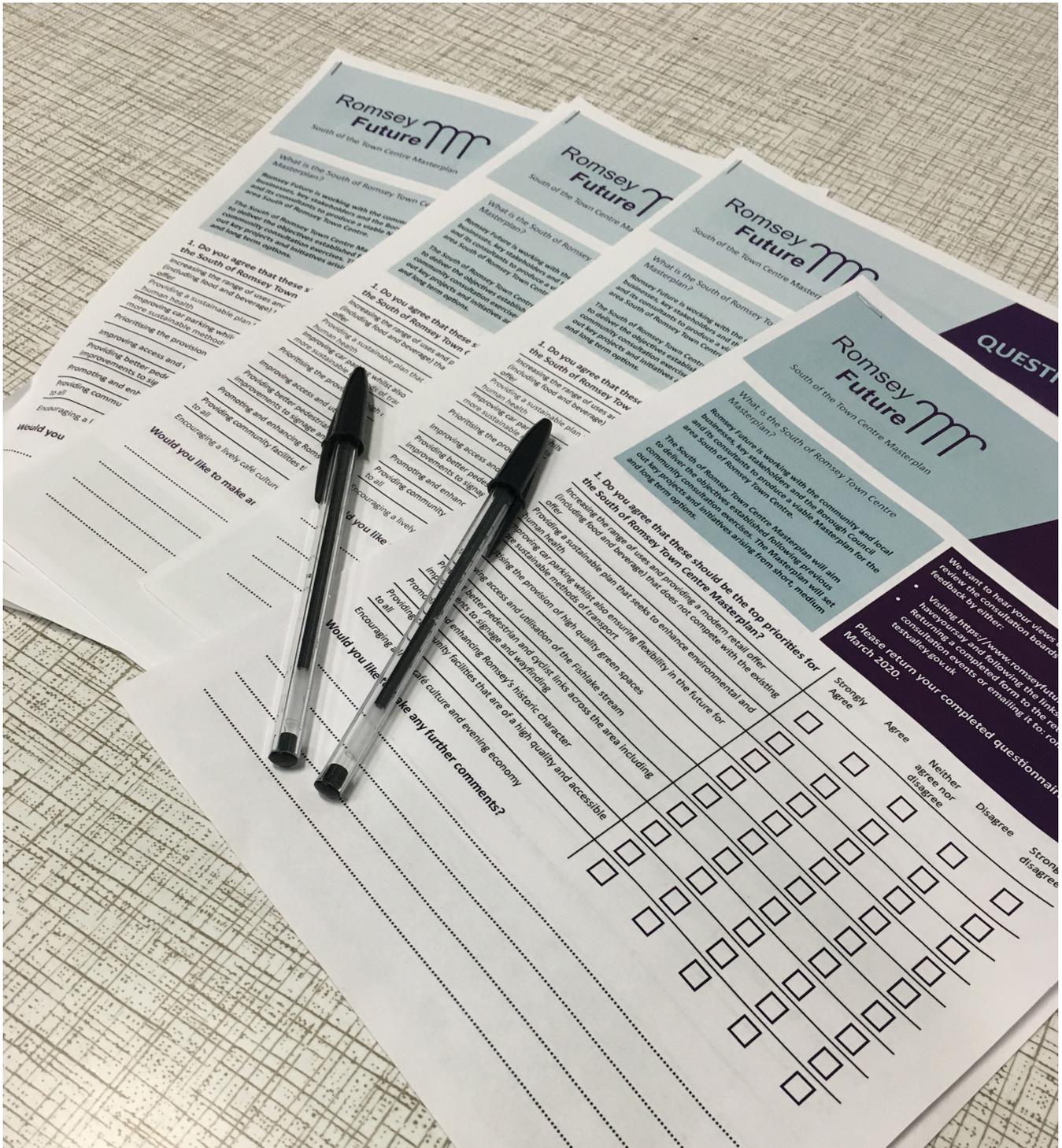
Provide more greenery. Ensure that the green and blue infrastructure of the Masterplan area is enhanced. This would not only help to make the area more attractive, but would also contribute significantly to improving environmental and health outcomes.



7 | NEXT STEPS

Using the feedback that has been obtained, the consultant team will now further develop the Masterplan options. At Appendix G, the consultant team have produced a 'You Said, We Did' document that provides a summary of

how the Masterplan will be updated to take into consideration the feedback. A final Masterplan document will be prepared and publicised towards the end of Summer 2020.



APPENDIX A | DETAILED BREAKDOWN OF COMMENTS

Priorities for Romsey

Access to the stream/with cafés/restaurants/bars overlooking would be delightful. I would like the character of the town to be retained
Aldi should NOT be moved. Many of us struggle to walk far and can't drive. Plus, a visit to Aldi encourages many people to use the other shops on the high street whilst here! Public toilets are not shown on the plan and need to be provided.
Any development would require a major archaeological excavation as Romsey is an important historical centre dating back to the Bronze Age and possibly earlier. The Crosfield hall should be listed as it was granted to the town of Romsey not Test Valley and it is an example of early twenty century architecture which we are losing because developments like this. We should be very careful how we develop Romsey and keep its character. We do not need a another Andover.
Definitely moving bus station...improving courtyard outside dominoes making it into a relaxing pretty area. Romsey is beautiful but needs more enhancement around bus station. Car park areas.
I consider it vitally important that the existing community facilities especially Crosfield Hall remain accessible and useable until they are replaced i.e. the existing Crosfield Hall must remain fully open until its replacement is built.
I consider that the proposals are highly counter-productive in regard to transport. There appears to be harm to bus users by moving the buses onto Broadwater Road and away from the bus stations, further away from the town centre and the railway, and I see no suitable provision for taxis. Parking appears to be much reduced, in view of which there should be INCREASED provision for buses, particularly as our local service has progressively decreased from 14 buses (as the 66) per weekday to 3 (now the X7R). Bus passengers do not want to wait beside a busy road, particularly when the weather is cold, windy or wet. Romsey benefits with a bus station, in contrast to Salisbury and Southampton, which have demolished theirs. I am very concerned by a perceived near-elimination of public car parking to the south, putting pressure on Alma Road and Waitrose and Aldi car parks, with no apparent replacement.
I don't see why Romsey need to change, it's a historical town and has many beautiful reminders bringing the modern facilities and shops will ruin this and loose important parts like bus station that many people like myself rely upon.
I feel any future buildings in the centre of Romsey should be of a design that is sympathetic towards the existing historic centre - the design featured in the Romsey Advertiser of 7 Feb 2020, in my opinion looks totally out of keeping. Part of Romsey's charm is that it is an attractive market town and is different from the large shopping malls that can be accessed elsewhere and which are within easy distance. Shops in the centre are already having to close down and if an evening economy is desirable then it should be closely monitored by the police as retail facilities are already having problems due to increased crime.
I feel there needs to be a lot more diversity in the variety of shops in Romsey. For instance, there are no cycle shops at all in Romsey, it would be good if these could be encouraged in any town centre development, encouraging people to cycle is good from an environmental aspect as well. I'm not sure whether the proposals include a plan to close The Hundred off to traffic between, say 0900 and 1700, this has been very successful in other towns such as Newbury and I feel it would provide a much safer and more pollution free environment.
I think it is a brilliant idea to move Aldi to where the current Crosfield Hall site and carpark is situated. As a Romsey resident who used to shop in Aldi Romsey weekly, I now have to travel to Chandlers Ford Aldi to do my weekly shop as I can never park in the Romsey Aldi carpark. I try to - but the roads are usually gridlocked on a Friday so there is little point, and then if I can get near the carpark, I can never find a space. This also has a knock-on impact as if I need to visit a pharmacy, for example, I will now go to one over Chandlers Ford way - whereas previously I would have walked into Romsey to visit Boots.

Priorities for Romsey

<p>I think that there is too much emphasis on improving parking in the centre of Romsey; parking should be moved OUT of the centre of Romsey to make more space for pedestrians and public transport. To mitigate the removal of central parking, a shuttle bus (electric, of course!) should link all parking areas with the town centre. Disabled parking should remain in or near the centre. As some have commented, the Crosfield Hall is the 'wrong way round'. The entrance should be town facing and more welcoming than it now is. For myself, I would be happy if the Crosfield hall was demolished - it was alright in its day but now looks early-twentieth century. We need something modern, future-proof, bright and cheerful. The market needs to be much bigger - look at Hythe market as an example. It is critical that the centre is pedestrianised, both to remove pollution and provide more room for shoppers. I would encourage the introduction of 'gardens' in the centre - areas of planting which people flow-around as they move through the town.</p>
<p>I think the centre of Romsey should be pedestrianised. A cinema is a good addition for residents of all ages. We need a space as large as cross field hall so large societies like the arts society can continue to have meetings. No other Romsey venue is big enough. To increase the shops makes no sense when we have empty shops already. We need things for people to do especially teenagers and young adults.</p>
<p>I think you are planning to destroy the historic nature of Romsey - the modern buildings proposed are totally inappropriate - just like the awful development in the Market place. Just leave our beautiful old town to retain its "oldness" - look to new buildings in the Cotswolds which capture the Cotswold nature of their villages and avoid modernity - it is not what I want to see.</p>
<p>I understand there's currently a hold on development in Hampshire due to Nitrate Pollution. Can you confirm that this proposed development will abide by the same restrictions that currently others are having to suffer?</p>
<p>It would be good to have less coffee shops, estate agents and charity shops and more clothes, book shops etc. Parking needs to be improved, not everybody can walk a long way - especially if you do your food shop in Romsey.</p>
<p>Just leave it especially after what has already been done in Romsey need to improve pavements and parking will only get more charity and coffee shops.</p>
<p>Maintains Romsey's scale, history and character is of paramount importance, as is access to green spaces and improvement of this provision. The priority for access should be walking, cycling and public transport, not car parking. The town plans should be a significant contribution towards making Romsey carbon neutral as a town- so no additional parking, and very pedestrian and cyclist friendly instead.</p>
<p>More young-adult clothes shops, evening restaurants, and a green space please.</p>
<p>New plans look great.</p>
<p>Other than improving the roads, and pavements and cycle routes, please just leave Romsey as the old town it is. It's the reason we moved here 3 year ago.</p>
<p>Park and ride.</p>
<p>Personally, I don't see an issue in parking in Romsey. I realise that many car parks are nearly at capacity, but I think a small increase in parking should suffice and it seems as though relocating a main community facility by Romsey Rapids would tick this box, both in taking a facility that requires parking out of the town centre, and potentially increasing spaces at the site. The best use of this area should be to encourage flexible facilities and enhancing the Fishlake stream, alongside other green improvements.</p>
<p>Plans look great. The area behind Aldi and the bus station lacks character currently and fish lake stream currently in a concrete box is very unappealing.</p>
<p>Please don't remove the public toilets they are a basic human need and essential for some otherwise they won't be able to visit Romsey centre. More than 50 per cent of the population say they practice deliberate dehydration to avoid being caught short while out which isn't good for health. Once upon a time the UK had the best public toilets in the world. "We were one of the first countries to put them in, in a systematic way. But these days they are almost seen as an optional luxury - which of course is ridiculous. As a society, we move about a lot. We will need to use the loo at some point. If the argument is the businesses will provide toilets then many don't want to enter a cafe just to use the loo and feel awkward when you don't need or want to make a purchase.</p>
<p>Providing accessible public transport options close to the main shopping area.</p>
<p>Really before you start on the area south of Romsey you could do with tidying up the middle. Many of the shop fronts are a disgrace with peeling paint rotting wood and moss growing. Parking is a nightmare but providing more will only encourage more car journeys so probably not a good idea. It's a drab miserable little place really</p>

Priorities for Romsey

Retail space should be prioritised for small local businesses rather than chains- this is a fantastic aspect of Romsey that should be maintained. Also retail with sustainable ethics i.e. lemon and jinga and community organisation i.e. gyms, community need subsidised rates to enable community and ethical organisations to thrive.
Romsey is a historic market town, anything that can use and promote that statement sounds great. I feel there could be more promotion of the history, walks, talks, plaques and areas to draw people in. It's a beautiful place that needs modernising to restore its character.
Romsey seems to be losing its character and history, the community feel of how it is/was. The infrastructure can't cope with more housing & all these changes. The roads, dr's, schools etc. We need upkeep of what we have before even thinking to building new.
So how is moving the Crosfield Hall public facilities to the rapids going to be accessible to those reliant on public transport and with mobility issues?
The Crosfield Hall belongs to the people of the town not the council. You can't sort the pavements out. The town square was fine as it was. You took that away along with parking spaces. Which has made a dangerous round system.
The last three comments are already in place. By doing this you WILL BE losing Romsey historical character. The Crosfield Hall has accommodated generations of local people (why knock it down)! Finally there are already far too many café in Romsey and this build will just increase this.
The statement about parking is too broad for me to answer well. A stronger focus on public transport needs to be established before more parking is made. Presently it is cheaper to park than it is to get the bus from certain locations, especially if three people or more are travelling
The traffic into and out of Romsey is becoming a real problem - it is very difficult and dangerous to cross the road at the Broadlands Roundabout to come into or out of the town. This will only get worse if the town is to become a prime place to visit and live. If we are to encourage people to walk into town whenever possible then more parking spaces should be available out of town, some could be positioned nearer than others so that people had a choice of short or long walks into Romsey. The paved area in the middle of town is an improvement but there is something about it that doesn't feel quite right - i don't think it feels like a nice place to sit - there needs to be something green to focus on, trees etc. Also, just a thought but I think Lord Palmerston's statue is too high and imposing for such a small area and needs to be placed on a lower plinth. All the best market towns to visit feel nice to be in, there are attractive green spaces to sit, the shop fronts are enticing, the small independent shops are interesting, the buildings are in good repair and there is no litter!
This survey is too general in its construction; I was therefore unable to endorse some propositions in the context of what is being proposed. Some proposals would inevitably compromise existing offerings, e.g. the ambitions for the newly refurbished market place. I would not use the description 'a lively cafe culture' as this brings to mind the description of holiday resorts to be avoided, vibrant/intimate might be more attractive.
Too many cafe shops in Romsey already, this town need to cater for the younger person also, if not the 1300 new homes that are built will continue to shop online and neighbouring towns and cities.
Utilise the existing town centre and use vacant shops before putting a new retail area in. The town centre is lovely and this is where the growth of shops and restaurants should be rather than leaving this area as half empty and creating a new one.
We do not need any more cafés in Romsey night time or otherwise.
We have too many café's now but I agree there should be more evening economy especially for the youngsters.
With the climate emergency and Test Valley's commitment to helping with this it is wrong to encourage more use of cars in the town by improving parking, unless the improved parking is for zero emission cars. Sustainable transport should be improved now not at some point in the future. Increasing retail in the town when retail is declining is a really bad decision. The space should be used instead as a place for social activities - parks, community centre, a pleasant new bus station. If there was retail that doesn't compete with the existing offer it would already be happening in the existing shops.
The development should be designed with the future climate in mind, and aim to help create a resilient and accessible community through well designed public spaces.
We need some better quality independent shops and restaurants.
I would question whether the provision of more retail is viable as there are already vacant retail units in the town.

Priorities for Romsey

<p>The by-pass road cuts the long term plan in half. Any car parking and 'new' Crosfield hall development is too long a walk to enter the town centre. If the this happened the busy bypass traffic would be constantly interrupted at the pedestrian lights. Only solution is a constant free all electric (of course) shuttle bus connect. 2. In this era of carbon concern any removal of buildings (e.g.. Crosfield Hall) for new build replacement is grossly costly - better adapt than rebuild. 3. The otherwise brilliant aerial perspective drawing deceives by hiding the bypass and showing it as a wood! 4. Highest standard of architectural input essential to any rebuild. 5. The recent pedestrian/vehicle resurfacing of roads and square realignment has not achieved much. Removal of through traffic down high street essential.</p>
<p>A safe crossing of Southampton Road for pedestrians (the main pedestrian signed route into town). This is the only main route that is still not safe for walking into town.</p>
<p>I am suspicious of the phrasing in Option 1 "Increasing the range of uses and providing a modern retail offer (including food and beverage) that does not compete with the existing offer" I'd not like to see a grand scheme that ends up instead with a down at heel mall atmosphere and two or three of the usual indifferent high street food outlets.</p>
<p>It is important that the needs of people without cars and with reduced mobility are given at least equal weight in terms of access to centre of town.</p>
<p>Just leave it all alone! Spend the money on something really worthwhile, such as filling in potholes. The area around the Palmerston statue is an eyesore, and a total waste of money. If you want to promote an historic town, it has to be that - historic.</p>
<p>Please don't change the feel of Romsey and turn it into every other town. Stop spending money on unnecessary "improvements" look at the state of roads and pavements make cycle paths accessible to improve safety for everyone on the roads. Don't move the bus station it works well where it is. Update and improve Crosfield hall. Above all make sure people that make the decisions have personal knowledge of Romsey and what local people think is best for their town.</p>
<p>Remove the Broadwater hump. This would either enable the difficult gradients to be removed for both traffic and pedestrians. Another option is putting the road in a tunnel or underground parking and bus station or both.</p>
<p>Romsey seems to be well supplied with coffee shops, charity shops and estate agents. There is current unused shop space, and with the decline in our high Street stores and shops, creating more shop space does seem very ambitious.</p>
<p>Stop all this nonsense. Parking is a major priority with all the out-lying housing development for vehicles and bicycles. Stick the bus station where Crosfield Hall is, develop the existing site linked by subway. Build health facilities and lets get a Doctors surgery and dentist adjacent to parking and public transport. We don't need anymore cafés/public houses/restaurants. So get a new site built for Aldi and have an indoor market in the old Aldi which links to Hundred. Then when you have the Farmers Market/Beer festival/ Vegan expo on Saturday/Sundays you can fit it in there as well? Forget the French tat market you can do that in town.</p>
<p>Think about access and usage for people with impairments and older people.</p>
<p>This is all motherhood and apple pie. No one can argue against these aspirational statements, but the issue is about the plan itself, which seems rather limp and woolly. Would we not be better off improving what we have, rather than building new shops (which would probably be empty), and lots of flats with no parking to help the developers make the business case stack up?</p>
<p>We need to think very carefully as to whether new, large scale building is needed or desirable, particularly next to water courses as it can be very detrimental to the environment in terms of flood risk, carbon emissions and chemical run off. Transport improvements should be about sustainable, linked transport systems. New car parking, particularly anything multi story is contrary to the character of Romsey and will cause more congestion and emissions.</p>

Priorities for Romsey

<p>Whilst I understand the desire for people to live and work in Romsey, the truth is that the majority of Romsey residents will work outside of the town. If there is the desire to ensure sustainability and environmental impacts are as low as reasonably practicable, why is there no talk of increasing public transport links with towns and cities north of Romsey? The first bus to Salisbury starts after 1000 and the first train at 0700 which reduces the draw that Romsey offers workers; you arrive later at work meaning you get home later, reducing the likelihood that anyone would walk in to town for dinner or a drink. If there is a wish to draw tourists to Romsey as a destination, if the plan is to go to Cardiff as a tourist, it means you'd be there for 1000 without any delays. What the Futures Committee may not be aware of is the prevalence of defence firms in the area surrounding Romsey, Portsmouth and Southampton. To be at Filton Abbey Wood, home of the MOD's support and procurement arm, for a 0900 meeting, it currently means leaving the night before by rail, or travelling up by car. There is a large opportunity to draw families with large disposable income in to the town and surrounding area, but public transport does not support this.</p>
<p>A safe crossing of Southampton Road for pedestrians (the main pedestrian signed route into town). This is the only main route that is still not safe for walking into town.</p>
<p>An emphasis on the community benefit is essential, especially need to ensure accessibility to everybody living in the town and further out.</p>
<p>Don't want poor quality (like Weatherspoon's) coming to Romsey so not easy to answer until one know what type of individuals we are talking about. Enhanced environment does not mix well with buses and cars. What does flexible /sustainable car parking mean? Withdrawing car parking or allowing every car an electric charging point? Strongly disagree about green space because the Council and high quality don't go in the same sentence and it won't be properly managed.</p>
<p>I am suspicious of the phrasing in Option 1 "Increasing the range of uses and providing a modern retail offer (including food and beverage) that does not compete with the existing offer" I'd not like to see a grand scheme that ends up instead with a down at heel mall atmosphere and two or three of the usual indifferent high street food outlets.</p>
<p>I don't think that the town and the retail sector generally make a retail outlet a sensible concept. The proposals seem to be very 'aged' i.e. aimed at older/more wealthy people. Where is the youth provision?</p>
<p>Integrating the Banning Street estate into the scheme rather than leaving it as a ghetto.</p>
<p>It is really important that, considering the number of new houses being built in the area, and more people coming into town, that we can retain the 'market town' feel. It would be not be right to relinquish this aim and just become another suburban town.</p>
<p>It would be nice to keep some open space and make it green in a natural way. Plants that provide food would be good (nut trees). Green walls/roof too, any new buildings should be carbon neutral. Don't like the idea of tall buildings or multistorey car parks (oppressive). Community space should be affordable to hire (town hall is expensive). New buildings should be in keeping with the old, most new buildings in the area are hideous. Currently if you want to stop for a snack the nearest nice place is the Abbey would be good to have an area in this new place, like the idea of opening up the water and alfresco dining.</p>
<p>Romsey seems to be well supplied with coffee shops, charity shops and estate agents. There is current unused shop space, and with the decline in our high Street stores and shops, creating more shop space does seem very ambitious.</p>
<p>Stop all this nonsense. Parking is a major priority with all the out-lying housing development for vehicles and bicycles. Stick the bus station where Crosfield Hall is developing the existing site linked by subway. Build health facilities and let's get a Doctors surgery and dentist adjacent to parking and public transport. We don't need any more cafés/public houses/restaurants. So get a new site built for Aldi and have an indoor market in the old Aldi which links to Hundred. Then when you have the Farmers Market/Beer festival/Vegan expo on Saturday/Sundays you can fit it in there as well? Forget the French tat market you can do that in town.</p>
<p>The area does not need change for change sake. The bus station and Crosfield Hall should definitely remain in site where they are accessible for elderly and less able people. Both are excellently located near the town centre therefore are very well used. Parking buses along Broadwater Road would cause traffic congestion backing down Palmerston Street and onto the bypass. The only problem in the area is car parking, which could easily be remedied by park and ride in the rapids site. Romsey's character should be retained. We do not need a Milton Keynes style development. Ninety would be better spent repairing the dangerous and unsightly pavements and roads in the town centre the site that urgently needs attention is the old brewery. Get your priorities right planners, don't just pay lip service to having consulted the people of Romsey. Listen to them for once and don't repeat the fiasco of the market place.</p>
<p>With relation to Fishlake I am old enough to remember investment in the Barge Canal so that people could canoe upon it. Look at it now, good investment?</p>

Priorities for Romsey

<p>1. The survey is worded so that it is difficult to answer e.g. I might agree with part of the statement and disagree with another part. 2. I think it would be a shame if the Crosfield Hall was demolished as money was given to the town by a benefactor for its construction (and the now defunct adjacent swimming pool) 3. There are many who come to Romsey to shop, bank etc from surrounding villages and need car parking rather than 'green spaces and better access to the stream'. Btw that photo showing some weird bits of concrete jutting out a bit like the Sydney Opera House is not in keeping with Romsey at all. 4. We don't need any more eating establishments! There are too many already. 5. To encourage people in to the town, three things...free parking, free parking, free parking!!! 6. Having said all of the above, I do agree that Romsey is looking a bit tired and could do with a bit of a face lift. Just not sure this Masterplan is the right way forward.</p>
<p>A lively café culture and evening economy would be fostered by permitting more people to live in the town centre. It wasn't all shops originally. Over many of the shops there is much unused space - residential must be encouraged. The town is currently dead after 6pm.</p>
<p>A plan which will shape the town and the lives of its citizens for decades to come must recognise that the climate emergency is already here, and will get worse. Romsey, and how it is designed, must play its part in mitigating that emergency. So, plan now for a town where citizens and visitors get around on foot, by bicycle, and clean, low cost public transport. DON'T plan for more private car provision. They have no future in urban environments, however they are powered. Prof Adrian Davis*, expert on transport and health at Bristol and Edinburgh, has demonstrated that removing roads and car parks leads to reduced traffic, and a much enhanced environment (air quality, noise, road danger reduction). Towns and cities across Europe, and even the US are waking up and no longer smelling the exhaust. *https://people.uwe.ac.uk/Person/AdrianDavis</p>
<p>All depend on the policing and who is attracted to the town - otherwise yes.</p>
<p>Already submitted separately. Essential that Romsey retains a Bus Station as it is a "hub" for Salisbury, Southampton, Winchester, and Eastleigh. Parking buses in Broadwater Road will make it look untidy and will clog up the traffic flow on what are already congested roads. This will also be further for the older generation to have to walk to and from the shops.</p>
<p>Any new buildings to be in sympathy with relative small size (2-3 storeys) of current buildings in town. More tree planting also in The Hundred, and the new huge and ugly paved area in front of Town Hall needs softening. Front of shop signs to be suitable to market town feel.</p>
<p>Any new development must be zero carbon i.e. building materials, solar roofs, ground source heating etc. it's a climate emergency!</p>
<p>As a resident of central Romsey I find that the road system is rather crammed & to encourage retail lorries (which are getting larger) our road system cannot cope. Access to retail outlets, without jamming the roads is a must.</p>
<p>As always this comes down to a question of definitions, e.g. 'modern retail offer' is a meaningless phrase that some will interpret as 'new shops' and others will view as 'how do we offer experience-led retailing rather than just the same products as can be bought online?' Equally, a living evening economy can be pleasant or intimidating depending on what is meant and offered. The priority throughout has to be retaining the historical integrity of the town centre; we've all seen too many towns with their hearts ripped out and replaced by new but empty and soulless developments. No-one visits those places out of choice...</p>
<p>Enough coffee shops already.</p>
<p>Having lived here my whole life, I think that putting in a project like this one will completely ruin Romsey's typical historic town feel. We will have another Eastleigh/Southampton in the making.</p>
<p>Highest priority should be given to public transport. The strategy should seek to reduce car access to the centre of town.</p>

Priorities for Romsey

Following my visit to the meet the Masterplanners on Wednesday 11 March at the British Legion I would like to make a few comments. I found the design of steps/seating and an open arena/open air cinema around the Fishlake Meadow stream very appealing. Installing a large work of quality "have you seen our impressive sculpture near the Fishlake Meadow stream, we're so proud of it" aka The War Horse sculpture in the Memorial Park would be a valuable asset. A link to the infamous River Test would make Romsey Town the destination for all pilgrims to explore this beautiful River. Would it be possible to negotiate with landowners to provide controlled access points at a larger number of viewing platforms along the Test Way? Sorry, I forgot to look out for the provision of cycle racks and equipment storage/secure lockers for our guests travelling on foot or by bike. Is there some in the plan at the moment? My colleagues and I, working in the Visitor Information Centre, have from time to time, been asked if there is anywhere to "off load" for an hour or two, while explorers relax in our friendly town. I do have strong concerns regarding Crosfield Hall. It might be because I am of a certain age but I believe there is too much going for it think it doesn't belong in Romsey Future. Our designers in bygone age knew what they were doing; they are just requiring us to enhance their work. I have always felt the entrance is in totally the wrong end of the building and this is the reason our guests and, possibly too, the local residents, look at the building, scratch their heads and think "What is that? What goes on there? Is it a modern church of some kind?" Once you summons up the courage to go inside this odd looking building, an oasis of intrigue, fascination and joy awaits you. There's a beautiful hall and staging..... wait, another large room....and another. There's a kitchen and facilities. Groups meet here. The Test Way challenge and the Mountbatten Park Relay Race gather here. It has been mentioned to me in the VIC - from a music quartet performing there - that the acoustics in the main hall are the best in the region. Please could a sound engineer find out if this is true! The Breast Screening mobile unit and the Blood Bank make great use of the carpark. Being tucked round the back helps any embarrassment. Maybe other health clinics could be provided too? Could the parking here be reconfigured and laid out differently to increase the numbers available by changing the position of the entrance and installing a modern, glass fronted porch (more Art work please). Oh and some quirky toilets please. In some toilets I visited in Plymouth there was a looped comedy recording of the Radio 4 Shipping Forecast. It was hilarious!! Please look at helping the Crosfield Hall to look it's best. For me, it's got too much potential..... wild meadow on the roof!!

How are you going to achieve more green spaces and car parking?

I also feel that sport/leisure facilities should be made in addition to current facilities that are also not available for miles around such as an ice rink to build up ice hockey team(s) ice dancing group(s) as well as for general family use. It would draw visitors from some distance who would then make use of the catering, retail, walking (Test Way) and visit the nature reserves. The Flats should have at least a 'face lift' as they are very shabby and not in keeping with the historic values of the town and currently rather prominent in the area under review

I am concerned about the reference to increasing the "retail offer". Some research seems to indicate that retail is not the way to go as opposed to making the town attractive for community activities and as a meeting place (of course they are independent, but you only have to look at larger towns than ours and count the empty shops to see my point).

I am not convinced that a wholesale redevelopment of the area can be justified in the light of the many other needs crying out for financial resources at present. In general, there is sufficient retail space in Romsey and redevelopment here will pull customers away from the traditional shopping areas, giving rise to empty units in the town. I like the Crosfield Hall, it has history and is well used and loved (incidentally, I think that the Crosfield swimming pool was much more satisfactory for swimmers than Romsey Rapids, to cite an example of an earlier redevelopment in this area), and the Bus Station seems to work well as and where it is (not stuck down the roads as in Salisbury). The tidying up of rear elevations, planting of trees and replacement of the former Budden's garage has made the area not unpleasant to visit as it is.

I am really not sure how you fulfil 'enhancing Romsey's historic character' with this. Cycle links need to be much wider in the town to make sense. Signage and wayfinding? As far as I can see there are no green spaces, just trees. Car parking: without 2-3 deck parking there cannot be more provision. How does more retail not compete with existing? That's a purely commercial decision surely?

I feel concentration should be made to facilities that are already in place making more of what we already have a bigger space for markets and Sunday boot sales would be good, we have a few empty premises that need to be accommodated, we do not want to lose that market town look we do not need to join Eastleigh we just need to lower rents for businesses to come to Romsey more free parking

I Hope they allowing a large sum of money and time to do archaeology on the site. It is next to a site of national importance. There is a 6th to 8th cent iron smelting site across the road at Newton Lane the occupation site for iron smelters has not be found and likely be in the area of your development. The only way discover this is open area excavation. Plus the Bronze Age ,Iron age and Roman occupation from the area

Priorities for Romsey

I regularly visit Romsey on a Saturday afternoon for shopping purposes. I would have to say I'm well aware of the heavy traffic issues at peak times and also am familiar with the proposed area for development. Hence, I carefully select the times I go shopping and whether or not I will have to pay for parking. I'm not sure whether the plan for Aldi to relocate is due to the limited parking in Romsey at various times and whether the council feel that relocating this store will be bring more business to what seems to be a struggling market town. Personally, I like to support independent shops and it would be great to have a fishmonger in the town together with one or two more independent cafes/eateries. As the Catholic faith is universal, perhaps part of Mottisfont abbey could be restored/re opened as a pre reformation historic religious site in connection with the Catholic church in Romsey. This would attract many Catholic pilgrims throughout the British Isles especially in the summer months. Many thanks.

I strongly disagree with demolishing Crosfield Hall to build a car park. Firstly, it's wasteful, as Crosfield Hall is good, and well used, and demolishing it and re-building an equivalent facility outside the town centre will be more expensive and use more materials and resources than upgrading Crosfield Hall. Secondly, the drive should be to encourage less use of cars, by improving pedestrian and cycling access, and improving public transport. A new car park runs contrary to this. The short term option seems reasonable for improving the environment, but the suggestions in the medium term option of demolishing Crosfield Hall, and building flats and shops on the bus station do not seem to have been justified in terms of the needs of Romsey people. The long term option of moving Aldi to the Crosfield Hall site (after demolishing the new multi-storey car park?) again has not been explained or justified, but again will be wasteful in cost, resources and materials.

I think it is very important to encourage residents and visitors to visit the centre of Romsey, whilst understanding that our high streets have changed.

I think the top priority should be to maintain Romsey's character and keep it as a place worth visiting. The other priorities are desirable but not vital.

If Crosfield hall is demolished it needs replacing with a building that has the same capacity to support the groups and functions that currently fill the hall, other location such as the Town hall etc., are not large enough and will destroy the human interaction of the large social groups and functions that currently exist.

In 19th century Romsey had lots of mills using water power. Why not use again for electricity generation? This week the Test would power half of Romsey!!

Interesting to note what in Romsey is actually 'broken' and 'needs fixing'!? Everyone would like increased footfall especially in the evening, but there is MASSIVE competition from Winchester. Overall accessibility via train station is crucial.

It could be said that Romsey already has a lively cafe culture. Our current evening economy consists of restaurants and pubs. We need a venue that is vibrant and exciting. A venue that incorporates cinema, concert hall bar and restaurant and has spaces for private functions, would add tremendously to the town.

It is important that there is a clear vision of the final objectives of this scheme. Any short term "enhancements" must take into account the medium and long term plans to avoid unnecessary waste and expenditure.

It is important to develop local employment opportunities whilst improving the environment, community facilities and the bus station. It is vital to maintain a community meeting/drama presentation facility of the same capacity as the Crosfield Hall in the town centre. Priority should be given to pedestrian and cycle routes in the town centre over cars etc. as there are by pass routes around the town centre in most directions, so travel through the centre is not essential. It is vital to maintain the historic feel of the town centre as that is it's character and attracts many visitors and is one reason why I chose to live in this town.

With the lack of development space, the provision of green spaces would be secondary. The stream might best be put underground, if flow improved and access made easy it could become a danger to children.

Priorities for Romsey

It is difficult to understand why these potential developments are required or even necessary. I can only conclude that the Local Authority is trying to increase the value of the land so they can encourage sale to private developers and reap the profit, something that is hinted in the plan stating that the plan would be developed by private developers. It seems stupid to build yet more shops when the high street generally is going through so many changes, indeed many new shopping centres across the country are experiencing great difficulty. Romsey already has two 'White Elephants' in the Tee Court and the development by the bus station. The bus station offers a valuable amenity to Romsey especially for those that are less mobile. It may be easy for the young and fit to walk from Broadwater or from the Rapids but to the disabled and elderly it's a long way. Surely you should be enhancing it and encouraging its use if you really believe your own propaganda of improving accessibility and green credentials. As for generating a Cafe culture I think we already have that in abundance. We are not a Mediterranean town where the weather is suitable for street eating for most of the year. Perhaps 2 months out of twelve might meet that criteria a poor return on investment I think. Your approach to consultation is somewhat limited in that it relies on public exhibitions and 'selected' input. Surely to get the towns opinion you should send the questionnaire to all addresses. I have been told that you have gathered opinions in the hundreds which is a drop in the ocean when considering the population of 20,000 plus of course the surrounding villages. Surely it would better to spend the money on existing facilities which are in need of repair. The paving in the market square for instance is full of un-repaired holes so much so that my wife broke her ankle by tripping in one last year. Perhaps we should sue the council? The Crosfield hall was given to the town for its use not for Test Valley who might have inherited to fill their coffers. I have been told that you have taken legal advice on this. Whilst the Test Valley ownership might be the legal position it certainly is not the moral position. Something I think should be considered when making decisions. I consider the designs shown in the exhibitions have little merit both architecturally and ergonomically. Romsey does not need new glass palaces or modern buildings it needs to conserve what it has better.

Listing the "top priorities" is not helpful because virtually everyone would agree with them.

Maintenance of recently refurbished areas is a must too - the conditions of the pedestrian spaces leaves much to be desired - when newly finished these areas were good but I am not convinced they are looked after as well as they should - OR the workmanship was not good enough initially -i.e. these areas should have lasted longer before serious maintenance was needed AND PLEASE repair the potholes in the Hundred outside the back of Aldi !!

Make better use of the cube, especially vertically. In order to not have buildings that have rooflines too high, consider lowering the ground level across the bus station and car park areas. Include at least three levels of car parking, increasing capacity and also reducing carpark footprint on the ground. Include the Edwina Mountbatten home and the Broadwater House offices in the plan, rehousing them all in the town centre in modern facilities. Consider building across and above Broadwater Road, putting it into tunnel that includes elements of the bus-station and toilets. Romsey needs a medium-sized moderately-priced hotel and conference centre to replace the Crosfield Hall. Develop a new road access to the town centre from the bypass, roughly along Banning Street, and then improve the three road junctions along Palmerston Street.

Make sure that the 'modern' retail offering is not to the detriment of Romsey's history and character. Ensure that there are resources in place to maintain and sustain the proposed enhancements made, ie high quality green spaces, access and utilisation of Fishlake stream. I hope that the cyclist links will be for cyclists and not shared with pedestrians.... in my experience the two do not mix well.

Money would be better spent on improving pavements and take up of shops already in the main Hundred area. There is no need for any more food outlets or coffee shops. The Dukes Mill area promised much but failed to deliver and is now little more than an abandoned white elephant- why has this not been updated rather than redeveloping this area. The artist's impression is misleading showing lots of young people sitting with laptops as this looks more like a university campus than real life in Romsey. I've also not seen any comments from Aldi regarding their cooperation so is this all just speculation and a waste of taxpayers money that should really be used improving what we already have.

More will have to be done to restrict access to the town centre by through traffic, otherwise all the greening measures will serve only to cause more traffic jams. Signage on the Bypass must show alternative routes for getting to Stockbridge Rd.

Moving the Crosfield Hall out of Romsey would result in extra unnecessary car traffic. Rebuilding the facility north of Broadwater road could enhance the area. This could be achieved by at the expense of all the extra retail units which will inevitably remain empty after built.

Priorities for Romsey

Need to improve pedestrian environment from long term car park at Rapids to town centre. Path by Romsey FC too narrow and not inviting. Pushchair access from Broadwater/Hundred is appalling. Could use new access by new Aldi. Would need to improve path south of bypass and provide pedestrian lights at new junction.
Open up green spaces & improve public transport & integration (rail & buses).
Please carry out environmental analysis throughout the year especially when swifts are nesting and searching for their future nest sites - include swift bricks and/or boxes also of use for other rapidly declining bird populations e.g. sparrows and starlings.
Prioritise cycling/walking over motors. Pedestrianise The Hundred.
Reinstate the roundabout at Palmerston street/Broadwater junction to enable free flow of traffic from all directions.
Romsey is a lovely market town and people visit Romsey because of this. If too much modernisation is done you take away the character and become like any other town. The alterations to the roundabout do not enhance The town centre and alterations to the pavements were made against advice from Government and the blind association.
Romsey is a market town we need more mid-range food outlets Iceland's Sainsbury's we do not need any more charity, coffee shops, estate agents and hairdressers we need to attract young people and Romsey people the future is the youngsters let's get them interested in Romsey and try to let them move in the youngsters need to be able to afford to live here and make Romsey buzz not to be dead lock at plaza roundabout I often spend ten minutes or more to get up Winchester hill from Romsey at 5_6 pm perhaps this is a traffic lights ideal. Please look at this if more housing is happening.
San Antonio in Texas is a very good example of a city that has made great use of the river. The river has been diverted into a large loop with lots of restaurants and coffee shops on the banks. Obviously Romsey would have to be on a much smaller scale but the principle is the same. Please keep up the good work in enhancing our town.
Some of these aims are laudable. However, some of the wording (e.g. the third point) demands that to agree with something one finds desirable demands that one also agree with something not desired. For example: bringing more cars into the centre of Romsey will cause more environmental and visual pollution (a multi-storey (the euphemism "decked" is a deception) car park in the centre of Romsey will be an obscenity). Pushing buses onto a road further from the town centre than the current bus station shows no concern for those who wish to or have to use public transport.
The Asante coffee shop is closing due to drop in customers because there are now so many shops in Romsey. Need a very well supervised non-alcoholic venue for youngsters open of an evening. 2 storey parking? An innovative means to transport people (many are elderly in Romsey) to get people from Rapids area to town.
The first phase of the plan is of no interest and all efforts should be diverted to location and construction of a replacement to the Crosfield Hall.
The masterplan objectives are not clear. The consultation period needs to be extended due to the global pandemic. Many have not been able to comment. I have had no reply to my request for registration.
The principles are admirable and mirror public response to date. What will be key will be good design that sits happily within the historic environment - important not to have retail units that look like any other anonymous town centre. Romsey has a strong character which needs to be enhanced.
The single most important thing to change in Romsey is its vehicle access. This is hobbled at present by through traffic being forced to mix with local traffic, particularly though the Plaza roundabout and surrounding roads. Not perfect, but the only easy win would be a new link road from the Crampmoor level-crossing down to the Luzborough roundabout. Anything else involves new railway bridges and compulsory purchase of properties. Perhaps best of all, albeit expensive, would be a new river crossing from the Budds Lane area down across the meadows to Mainstone. Most of the route would need to be on stilts.
The 'town centre' should extend to include the area within the main railway lines which in many areas suffers traffic noise & pollution, pavements are to a 1920s standard and both TVBC & HCC show little enthusiasm in providing section 106 funding to the Romsey area (as noted above).

Priorities for Romsey

The provision of robust, linked green infrastructure within the masterplan area and surrounds is essential. Not only will this be important for biodiversity and people's wellbeing but it is also a must for a sustainable town and for adaptation to climate change e.g. water management (quality and quantity), temperature regulation and air quality. This will have to be more ambitious than traditional street greening e.g. lollipop street trees which often struggle to survive. Sheffield town centre has created some wonderful greenspaces by incorporating sustainable drainage into its urban environment. I don't mean to be harsh on the recently redesigned Palmerston Square but an opportunity to soften this area and improve its sustainability with green infrastructure has been missed. To explain my two neutral answers: 1. I very much agree with providing flexibility for sustainable transport methods. I am more neutral about car parking although I also understand that people are slow to change their ways. 2. Improving access and utilisation of the Fishlake Stream could be to the detriment of its ecological potential if not designed appropriately. This is a great opportunity to naturalise and ecologically and geomorphologically restore this watercourse and its associated corridor which has been abused for so many years. There is of course room for people in the equation but balance is required.

There are many shops in Romsey no longer in use or turned into an excessive number of charity shops, hairdressers and café's. The variety of shops that once existed, e.g. bicycle repair shops, fishmongers, perfume shops baby clothes etc. have been lost. Maybe high rents and even higher rates made it impossible to continue. Hence an old market town has died. Also it must be taken into account that shopping habits have changed.

There seems to be one major consideration that has been totally overlooked. 'SUNLIGHT' The Dukes Mill development and to some extent the rear of the flats on Bell Street will overshadow the development. Dukes Mill has always had bad footfall because of its orientation. The first rule of retail business has always been 'shop on the sunny side' where rents are always proportionately higher. People like to walk in the sun. This also goes for the proposed seating along the stream. The terrace seating will be in the shade for most of the day for most of the year.

Transport links from outlying villages such as Wellow, Lockerley etc should be improved to maintain footfall without the obvious congestion that new housing around Romsey is bringing. Out of town parking with linked transport?

Very precise evidence of need will must be obtained before any decisions are made about further provision of retail/office/food outlets. No more estate agents, hairdressers or charity shops? Premises in the very heart of the enhanced town centre have remained vacant for a long time. Not an encouraging sign of a thriving town. The correct siting of new car parks is vital. Cars from the new estates on the town periphery will come largely from the north (Abbotswood, King's Chase etc.) and south (Ashfield etc.) Consideration needs to be given to future traffic flow through (?) and around the town. This particular masterplan cannot be seen in isolation. It will have ramifications. The old brewery site may not be part of this masterplan but it is a vital part of the housing provision for the town and has remained an environmental disgrace for far too long. The provision of a new, flexible state-of-the-art arts/leisure facility is vital.

We have plenty of cafés and eating places and 1 wonderful independent café whose profits go to charity is closing at the end of February partly due to the increase in independent coffee shops, which has resulted in a noticeable decline in profits. More independent cafés can't be profitable.

We have too many cafés in Romsey now, just about to lose one which was raising money for a good cause. Yes, we need more parking i.e. a multi-storey on the Whitbread site. The bus station is in the best place as has toilet facilities. To move to Broadwater Road is too far for the elderly population to walk with heavy shopping. A lot of elderly come in on buses from other towns, especially Tuesday and Friday. Also has a nice out look at present.

We should be reducing the amount of car parking, and forcing people to walk, cycle or bus into the centre. A food, cafe/ restaurant quarter is needed. It does not matter if it competes with what Romsey already has, some of those shops can move to the new offering.

Why 3 buildings in the civic area, instead of just 1 and a plaza & terrace opening to the stream? Why housing in that civic area?

Will there be places for cars to recharge their batteries should these retail/residential units be built?

Windblown litter, glass, syringes, all work their way into stream. Public work parties, not Council keep it clear, rats and associated problems not good for picnics and children. All car parking required now. Bus stops and toilets need to be central, clean and comfortable.

You always forget Romsey is a MARKET TOWN only. You have spoiled it now with developments. ROAD cannot take it!! Stop ruining ROMSEY now or is it too late?

Priorities for Romsey

<p>We do not need any further retail outlets, we should concentrate on filling the empty shops we already have. Parking and putting stops for buses in Broadwater Road is not in character of Romsey as a market town or is tiered or multi-storey car parks. Keep the Crosfield Hall central near buses.</p>
<p>PLEASE stop giving emphasis to, and focussing primarily on commercial aspects of future development. This is an opportunity to create cultural and leisure facilities in town. Definitely no more coffee bars!</p>
<p>Remember this historically a market town.</p>
<p>I visited the exhibitions twice. I didn't agree with any of the options. A complete waste of money.</p>
<p>I want to see Romsey remain an "ancient" market town and not become a modern mini city. Shopping culture has changed and we should retain our character. Not all change is for the best.</p>
<p>New shops would destroy the existing - shops going out of fashion. Buses coming into favour needing a well sited bus station. Aldi on the by-pass would extend the commercial area and be detrimental to the amenities</p>
<p>All these priorities are laudable. They are very worthy objectives and must not be dismissed lightly as mere words when the development plan comes to fruition. However, the proof is in the implementation of these fine words translated into a clear and imaginative vision of how the final package should evolve.</p>
<p>I have not seen any research that supports the need for further shops and restaurants. Now writing at the time of the corona virus pandemic, I hope that the plan will not be implemented, there will be many more calls on public sector resources, and a long period of economic difficulty will follow. Even before the pandemic, I was concerned about the viability of shops in Romsey, and I think that adding more shops and restaurants may put existing outlets out of business. There needs to be thorough research on demand for retail and leisure activities to ensure that we don't end up with more empty shops.</p>
<p>Retail has changed so much in the last 10 years that it should not be relied upon to finance future development. I think it is going to change just as much in the next 10-20 years too. Some new residential would be ok, but not too much. Community meeting places are already stretched so more are needed not less. Parking areas are soulless so keep them hidden. Bradbeers is very important and I do hope it flourishes.</p>
<p>I agree with much of what is proposed and the ethos of improving what is there at present - thank you. I love the greening, the landscaping down to the stream and encouraging people to sit and enjoy the river, making the two cut-through to The Hundred more welcoming, the public art (please make it playful and interactive!) and the public water fountains - all very positive. However, the Boots store behind the statue has been vacant for about 3 years now, as have other shops on The Hundred. My concern is that if there are available shops which are not being filled, how can we be sure that more retail space is needed? I would very much like to see some of the smaller retailers like Lemon and Jinga (who offer ethical food and cleaning materials with minimum packaging, currently in an industrial estate) encouraged to move into town. When I asked, they said it was the difficulty of car parking in the town centre. From the event I went to, additional parking seemed to be the top request and (even though I mainly cycle or walk in) I agree; we want everyone to come to the town centre, by whatever means! The new houses are mainly outside most people's walking/cycling distance, so please accommodate them. Using the Rapids as park and ride/stride is fine but would require additional parking. I'm a member of the gym and whatever day/time its difficult to park; people are often late for classes as they were looking for space.</p>

Short Term Options

<p>I'm not sure about the practicality of the outdoor cinema, but it's a good starting point. In terms of the waterfront improvement and street furniture - I hope the images used were early concept ideas, rather than firm options - they're really quite ugly, and I'm not convinced that adding concrete to the waterfront could be considered an 'improvement'. Having recently (in September) moved to Romsey from Tunbridge Wells, Kent I am keen to avoid some of the things I know to be a negative from my time in TWells - namely the ugly street furniture.</p>
<p>Although greening is good, rewilding is better, for wildlife and everyone. Joining up Wildlife corridors benefiting everyone. More trees on edges are good. More greenery growing up railings, native wild flowers and bulbs that don't need as much maintenance as annuals. Living green walls on buildings, the pavement areas are not that wide and added sculptures and other things make it difficult for partially sighted and people with pushchairs and wheel chairs to navigate. Also shared spaces have been shown to be hazardous for partially sighted. Think very carefully about access to walk in the stream. Have seen this elsewhere and it's not good for chalk streams, upsets the Wildlife and damages the stream. It's enough of a problem with people throwing rubbish in the stream! More bridges over to look down into it would be better. The pavement made of small paving slabs break up or become loose very quickly as we have seen elsewhere in Romsey. Causing no end of trips and falls. Coloured tarmac is cheaper and lasts longer, incorporating a different surface so pedestrians know where the edge is, and fencing is essential near water to prevent children, partially sighted falling in.</p>
<p>Continuation of above. With the apparent reduction of transport facilities close to the centre of Romsey, what is proposed in their stead? Park-and-ride seems unlikely. I feel that there is adequate provision for shops, particularly considering the number of here-today-and-gone-tomorrow charity shops, cafes and estate agents. While Romsey may have acceptable public transport from the south and east, access by public transport from the north and west varies from poor to non-existent. I see no sign of this improving in the next 20 years. A bus station is necessary, and, if there were space for it, to the north and closer to the railway station. I see no clear replacement for the Crosfield Hall.</p>
<p>I am doubtful that the installation of public art will have a positive cost benefit and concerned that opening up of and enhancements to Fishlake Stream and Tadburn Lake waterways whilst attractive in 'artists impressions' will soon deteriorate in its visual and practical amenity.</p>
<p>I can't find the medium or long term options on the website. I've read everything I can find and still don't know what is actually being proposed.</p>
<p>I would question the use of terraced seating adjacent to the Tadburn stream. Has the health and safety of this, particularly at night and in low lighting been considered? Given that one of the main feedbacks from the consultation was a need for more green space, I think it is a shame to incorporate more hard engineering to this stretch of the stream. There is an opportunity to restore this for both wildlife and public enjoyment with bank restoration works, by replanting in-channel and bank vegetation, and soft. This would be much more beneficial to public health and wellbeing through the creation of more natural green spaces. I feel that the plan does not incorporate enough green space, despite the clear demand. More detail is also required with regards to the 'greening' of Broadwater Road. How will this be achieved? Also has any consideration been made for the use of green walls/roof? These can be useful tools in achieving urban greening, tackling air quality in urban areas and can be visually more appealing.</p>
<p>I'm sure the core concern from everyone is the assurance that the development will not ruin the classic character of an English market town. Modernisation is all well and good in areas that have no existing character but from that currently shown the designs offer nothing to enhance the 'class' of the town or afford the build quality that will provide lasting benefit.</p>
<p>It no wonder why the younger generation of Romsey 20-30 (I'm 28) decide to move away from Romsey. By doing this you are just turning Romsey into a posher version of Eastleigh.</p>
<p>Leave it as a character town and lower rates for businesses.</p>
<p>Looking forward to seeing the new development which will enhance Romsey, and make it an extra special place to visit, work & enjoy, I can also see this development attracting new businesses</p>
<p>Looks good but please improve cycling access at the same time as improving pedestrian access. Please ensure that the bus station is kept where it is as encouraging public transport is vital in combating climate change.</p>
<p>Love the idea of an outdoor cinema and making more of the waterway including the options of public allowed to be in the water in the summer. Kids fountains etc</p>
<p>Love the outdoor cinema aspect, something to bring community together. Is there an options to build in small water play area for kids? Can we enable easy pedestrian access to memorial park, as well as rapids. Bike parking essential</p>

Short Term Options

Not particularly interested in the idea of open air cinema. What about the noise impact on nearby residents?
Please don't remove the public toilets
Providing better aces, walkways, cycle paths and opportunities to get to Romsey makes a lot of sense. The easier a place is to access, the more likely people will come.
Retail looks extensive, possibly risking character. Not enough focus on sustainable travel options and over provision of us environmentally friendly vehicle use.
The movement of traffic, safety of pedestrians and Improvement of the state of the pavements should be a priority.
The plan of demolishing Crosfield hall & building one by the rapids will make it less accessible to people who don't drive.
Utilise existing town centre for retail and restaurants
We need a few more shops of the type which are more popular. something like a poundland or primark
Why is the bus station deemed to be the eyesore and potentially relocated to an on road provision? On road provision of bus facilities does not work as a terminus point for bus routes. You only have to look at how disjointed Southampton's bus infrastructure is after they removed the bus station.
Will we lose Crosfield Hall before new facility open.
Yes step away from all this. Your previous attempt at improving the town is a shambles. You are all clearly not up to this sort of planning.
Too much expectation of 'green open spaces'. Not sure where they are coming from.
The stage one proposals should make a positive improvement to the area.
6. Initiative and consultation to be applauded.
Agree more to be made of stream, but it still backs the other side onto flats and Bradbeers. Does the plan include improving Dukes Mill? Can't see how the cinema would work? Where would people sit if there are flats and shops on the adjacent space?
Get the old brewery site developed all you are doing is drawing fire from the lack of enforcement and progress. Force Stanborough to open up land for parking or stick a compulsory purchase order on them. Think of extra footfall free parking in that yard will generate.....
I agree that enhancing and adding to the green spaces is a good idea. I agree that prioritising cycle and walking routes is a good idea. I have reservations about the designs featured. There seemed to be an awful lot of concrete.
I like the focus on better pedestrian access. The more that can be done to encourage walking into and around town, the better. Street furniture and pavements are also welcome but please could we keep cars and people well away from each other? Wide pavements with seats and little play areas, lots of greenery - places for people to sit, so that going into town is about social/community as much as retail and spending.
Is finance to be provided by new retail outlets? If the projections of new customer numbers were wrong, or they were right but roads could not handle the numbers then these might end up taking business from existing businesses. The situation would then be worse than present - none of the retail outlets, new or old, having sufficient custom to stay in business.
It is all very complex and I hear concerns and worries from a lot of people
It's a start.
Particular care must be taken with the relocation of the bus station. The Rapids are too far out of town for people with limited mobility.
While I'm not obverse to new developments, taking away the central bus station, and disabled parking in the centre or Romsey does seem a backwards step. The disabled parking bays seem to always be fully used on a Saturday, and with an ageing population I can't see this changing any time soon.
A good start. Make the area more inviting and intriguing - get the greening going. The banks of the stream look very paved - need to be greener
As time goes on I assume that the Masterplan will be constantly reviewed and not just set in stone.
Except for the outdoor cinema (noise pollution, irritation for residents). Greening should be as natural as possible and not just a tree in a sea of concrete. Needs to be good for nature (flowers for bees)

Short Term Options

Get the old brewery site developed all you are doing is drawing fire from the lack of enforcement and progress. Force Stanborough to open up land for parking or stick a compulsory purchase order on them. Think of extra footfall free parking in that yard will generate.....
Is finance to be provided by new retail outlets? If the projections of new customer numbers were wrong, or they were right but roads could not handle the numbers then these might end up taking business from existing businesses. The situation would then be worse than present - none of the retail outlets, new or old, having sufficient custom to stay in business.
Make sure you provide great youth facilities.
Making improvements to what is already there will be of great benefit to the town as it is already.
Too early to say, plans are so up in the air it is very difficult to say agree or disagree.
Very underwhelmed by the short-term plans. It seems to just involve just signs, with no substantial change.
(1) The water levels in the Fishlake Stream are well below the level of the adjacent land. If it is intended to make the Fishlake Stream a "feature", then the water levels will need to be raised - can this be achieved without backing up the stream north of this area? (2) Expenditure on public art at this stage in the project should not be a priority. It would be a shame if the later plans are scuppered because the money has run out due to overspends.
All bus stops need a shelter and seating
All options seem to be well considered and in the best interests of Romsey and its people
Allowing large
Any development must take account of: 1) utilisation of brewery site in Latimer Street 2) Pedestrianisation of the centre of Romsey 3) Possibility of a Southampton to Romsey tram.
As above. Replacement Crosfield hall must be a priority.
As no idea of overall timeframes difficult to assess. Completely appreciate the time taken to consult BUT let's get things started! Romsey demographics are rapidly changing - we are not a glorified nursing home.
Bus stops MUST have adequate bus shelters. After Salisbury bus station closed I stopped shopping there on market days. Shelters are too small for all the passengers waiting.
Buses do not idle, they arrive and leave fairly quickly. Could we have improvements to the businesses which back on the SoTC (and front The Hundred)
Crosfield Hall is not a venue to be shipped out, links to towns pubs, buses, restaurants, upgrade the hall make it also aesthetically 'fine', but don't remove it to another location. The care home however does need a cleaner, open, quieter location.
I am not keen on traffic calming, it does not work and adds to congestion.
I am pleased to see that the sight lines at the dangerous junction between Palmerston Street and Broadwater is to be made safer.
I have no problem with the overall thrust but the devil will be in the detail. Improved access to the stream is fine provided it comes with a sensible management plan, e.g. who will ensure the stream is kept clean, and who will ensure that the verges of 'greened' streets don't become an unkempt mess like so many we see right now? I am unconvinced that we need significantly more pedestrian access to the Rapids from the town centre as I don't see any evidence of unmet demand.
I like the summer "outdoor cinema" idea - maybe with a bar
If it competes with some of the shops already in Romsey that is a good thing.
I'm unclear of the timescale. If the timescale of the overall plan is 20 years then presumably short-term is within the next seven or so years. I understand the approach which seems fine to me but green infrastructure/ sustainability (see above comments) must be integrated and delivered at every stage.
Installation of public art..... whilst this is a nice to have, could the money be better spent elsewhere. I'd rather it was spent on making sure the improvements are well maintained...
It all seems pointless given that pedestrian access within Romsey would be quite acceptable as it is were it not for the intrusion of the private car, which is a danger, an eyesore and a polluter. None of the supporting pictures shows a car, but the obvious intention is to pull more cars into the town centre; one of the pictures shows a (German) bus stop, but the obvious intention is to move buses further from the town centre.
It just needs tidying up and better maintenance plus improvement to the Dukes Mill area that is an underutilised grey concrete uninviting waste of space.
It needs to be managed in a way that avoids disruption to the town businesses.

Short Term Options

Linked squares with or without green spaces. The passages to the Hundred and Market Square must be doubled in width to create integration.
Love the riverside development of trees & seating. Do not agree with moving buses to Broadwater Road and eventually losing bus station. The crossing near Crosfield works fine already, I use it regularly.
Market town ROADS?
Need to spend the money on improving the pavements now and potholes.
No need for an outside cinema.
Not sufficient info at the moment, looks very modest/marginal. 3 buildings on bus station look cramped, reduce to 2 larger and increase green space looking towards Abbey.
Not sure which are short, medium and long term plans... Strongly disagree with the large scale redevelopment option, but not with smaller scale improvements being made to improve the environment.
Parking for various events - Beggar's Fair
Please provide preference to child and disabled car park spaces
Really important to connect to The Hundred, pedestrian routes should be the first improvements
Really not sure what difference some trees and a change to the look of the stream will make. Phase one will make the area seem pedestrianised and open, only to be filled with three buildings later.
Reducing on stepping a bank down to the stream will be a hazard to anyone who happens to trip near the stream. Opening up space will be detrimental to the wildlife that fly up and down the stream. there will also be more pollution to stream
Romsey doesn't need changing. Stop wasting money.
Street greening would be nice. However outdoor cinema poses some questions. An outdoor cinema will disturb and discourage wildlife. There is residential area right nearby. These will be disturbed by the cinema. How is litter managed in such an area - particularly if you wish not to harm wildlife? Is it really warm enough in this country that an outdoor cinema would have enough use to be really worth it?
Take opportunity to improve the greenery around Crosfield Hall to make it more attractive.
The Fishlake Stream - a waterfront opportunity is not a great selling point. The access issues are well addressed.
The loss of a bus station is a retrograde step - it is an asset. Suggest looking at both Salisbury and Southampton centres that redeveloped their bus stations for commercial gain leaving buses scattered over their centre. Very unpopular move by the councils.
The options all seem to be good ideas
The path along the Bypass/Tadburn Stream should be improved and made joint use for pedestrians and cyclists. The entry from the Bypass into Banning Street could be improved/enhanced and also made joint use.
The stream as is might be best buried under a piazza even in an enhanced state would create a water-side look. It could well become a danger to young children. The bus station proposals have buses clogging up Broadwater Road. A wide access road off the bypass would allow drop off and pick up points up to a roundabout on Broadwater Road, minimizing their intrusion into the town.
The waterfront plan is OTT for a market town. It is out of character, reminiscent of Cardiff and unnecessary.
There should be an option to 'do very little' just improve the bus station in its current location and improve Broadwater Road. Noted that this is the 'short term' option
This short term plan (and medium and long term plans) needs to ensure it provides suitable spaces/amenities for children and young families - if it doesn't we are missing out on the age group that is vital to provide the lifeblood for Romsey's future. Shops/amenities within the town need to reflect this too - it is no good having a modern looking town if shops and businesses are closing (which is sadly the current situation). There are three possible types of young families: - 1. Those currently living in Romsey - need the incentive to shop and spend leisure time in Romsey. 2. Those who could be attracted to live in Romsey - if shops and amenities were attractive enough. 3. The young families that will visit those living in the many, recently built retirement homes - need to ensure that during their visit they are using the shops/amenities so enhancing the prospects of local businesses.
Very difficult to comment when the strategy document attached is organised in overall ambitions.
Very difficult to visualise but a short term masterplan is a good idea. Need some more detail on infrastructure etc. to form a better opinion.

Short Term Options

Waterfront improvement - an amazing opportunity Maximise "evening friendliness" Against open-air cinema idea
We do not need any more shops or food outlets. We need to protect and enhance what we have. We already have many empty shops and far too many coffee shops. Signage and Wayfinding, why not use plain English.
We have a bus station which many towns lack. The idea of putting buses along the Broadwater Road is a backward step and very "ungreen". Who wants to wait for a bus as cars whizz by spraying you in water from puddles we have a safe area where buses can park while the driver has a short breather. Only car drivers would not care if it goes.
Yes I agree, but I'd suggest just 1 civic centre building by the north side of the new plaza, increasing the pedestrian area of that plaza by current Mill Stream apartments. I strongly agree with the opening with terraces the pedestrian areas by the Fishlake Stream; very good.
You mention improved links to the Rapids. Please do not rely on people crossing the bypass to a town that cannot be seen from the Rapids.
We should keep the bus station central near the Crosfield Hall to enable people to use public transport to attend events there and in the Abbey. Why not utilise the old brewery site for parking? Please do something about the pavements in Romsey, they are in a shocking and dangerous state.
I don't believe the current proposals will benefit the people of Romsey in the best possible way. The re-siting of the bus station, the demolition of the Crosfield Hall and removal to a site less accessible and the necessity for providing more parking spaces in the town centre have not been satisfactorily addressed.
Big upheaval - no parking for workers and delivery
Do not move the bus station. It is in an ideal position - close to shops, cafés, public toilet etc. I use the bus (I do not have a car). I see many other people using the bus station and note how convenient it is for them.
I cannot believe that alighting from public transport into a road is a step forward it is very backward. The hall is a town possession and town means people of Romsey in this case - not Test Valley Borough Council.
Strongly agree with river walk, green space, tree planning, cycle ways and new public toilets.
There seems to be little purpose in tinkering with enhancement proposals in the first stage. It would seem to be the cart before the horse. The enhancement should be embodied as part of the first major phase of development.
I think that establishing a second 'centre' for Romsey will have a detrimental effect on the Hundred and other existing town centre roads. Although the centre of Romsey is small, having two groups of shops and restaurants may mean that competition is too fierce to sustain businesses. Research is needed on demand - all the masterplans seem to be solutions in search of problems. The strategy document is weak with no analysis of the business environment and no financial elements covering development costs, maintenance of public spaces or any other information. In the light of the virus pandemic, I sincerely hope that this masterplan will be shelved, and any future exercise be carried out with much more rigour and transparency.
Be careful the new retail does not compete with the high street as we do not want it to decline any further.
Agree with all the principles. Not sure about the open-air cinema; this will inevitably be an under-used resource. The Town Council run fortnightly film showings that sell out. I see that you did look into a cinema (indoor) and found it not viable. I believe there is a strong and increasing demand; can this be looked at again? Our nearest cinemas are Eastleigh and Southampton and very corporate. Would a company like Harbour Lights be interested, perhaps if one of the rooms in the community hub could be made available? At Winchester Discovery centre they have a room with tiered seating which can be wound in and out (so that the room can be used as a normal function room) - perhaps a partnership with a cinema provider to run films at the weekend and have the room for fitness/meetings/functions at other times?

Medium Term Options

Bike parking. Parking not an issue now but need to be future proof when attracting more people to the area. Community space needs to be prioritised. Subsidised rates for ethical/ community driven/ valued service

Bus station needs to be in the town centre! This encourages use especially from the elderly, which are increasing in number. Also buses will be electric soon so idling won't be a problem. The Rapids is too far away from the town centre to carry shopping, you can't drop things in your car and carry on. We do not need anymore retail units. Some have been empty in the town centre for years. More and more people are shopping online, we need smaller independent shops. We'll just have more empty shops. Could we make the ones which already exist into smaller units or shared space for pop up type shops. We are getting more cafés and less shops. We need parking in the town centre, often all the disabled spaces are full (I am not disabled but frequent the town often) why not make the Aldi car park double decker? Crosfield Hall is in exactly the right place and should be kept there and enhanced. Why not make it the community hub? It's already well used. I personally belong to 3 different groups who use it. If it's moved nearer the rapids it will make walking from the town centre difficult, at the moment you can easily go from there and then to town, which I often do. I wouldn't if it was near the rapids.

Find other employment as your ruining this town.

How are buses going to turn around and why use defamatory language to describe them as idling when stop/start technology is becoming more widespread in the bus industry. They also do not layover for large periods of time. Yet again, masking the actual operation and experience of the bus station for a convenient fantasy to sell your dream utopia. How do those with mobility problems and reliant on public transport access the town centre after you move the buses away from the closest point they can reach - oh by not giving a care in the world. How do on road bus stop = a bus station? Not really, just say what they are bus stops.

However, need to make up your minds on whether the existing Crosfield Hall site is to be the new bus station or the new Aldi - difficult to see how it could be both.

I agree with the idea of reconfiguring the bus routes and station within the area to prevent idling buses, and to the provision of catering facilities. This is again an opportunity to use sustainable innovations, such as solar panels and green roofs, so Romsey becomes an exemplar for future sustainable development.

I think there are aspects of the medium term options that need a re-think. Altering the bus circulation seems like a good idea, in particular option 3. However, that still would require traffic lights, or at least a pelican crossing to allow Aldi customers to cross over to and from the car park. This will still cause the idling the is attempting to be avoided. I would like more detail on the proposed 30-50 residential-led mixed use development. I'm not sure the infrastructure currently in place supports the current levels of traffic. With the added considerations of parking, I can see Romsey residents being quite upset with this proposal. If the development included its own parking, that could be less of an issue, however you would still have an issue with infrastructure. Whilst attempting to discourage use of cars for the sake of the environment is admirable, the truth is the car is easier to use than a bus. Until that changes, the vast majority of people will continue to use their cars, sadly. I also can't imagine the residents of Edwina Mountbatten House being overly keen on the idea of a stacked car park. I must add that, aside from the issues I've raised, Stage 1 (bus station) of the medium term plan is generally well balanced.

It is clear that a fundamental component of the Masterplan, the Crosfield Hall facility, has not yet been evaluated whilst the attractiveness of the site for alternative (commercial) use has been grasped. Without the importance to the community of this essential facility being fully understood the plan might well be fundamentally flawed.

It sounds strange that you need to modernise to maintain the past, but I wholeheartedly agree. You can retain the charm and historic aspects of an area while enhancing your ability to access and see these items through changes in access and upkeep. I think it is an excellent idea to bring things more in line for an accessible Romsey.

It would be useful if all the car parking could be in one location, with some sectioned off for Aldi customers, similar to the Alma Road car park with Waitrose. I appreciate this may not be possible with what the land offers, but that would be the ideal situation. Otherwise I'd be slightly fearful of cars coming out either side of Broadwater Road fighting for an exit out of the town towards the Rapids and Broadlands.

Much further detail required.

Please don't remove the public toilets.

Romsey lacks an evening scene. This area needs to focus on improving this with outdoor evening dining essential

Medium Term Options

<p>The bus station should be improved in situ - we should be encouraging use of public transport to combat the climate change. Something like the Southampton Uni bus station would look lovely and make bus use appealing and convenient to use. There is no mention of improving cycle access. With the climate emergency this should be a top priority. Please provide cycle paths (ideally segregated from pedestrians and cars), covered cycle parking, cycle signage. With the decline of retail is a really bad idea to add to the problem by building new shops. These will suck the remaining retail life from the town. Please use the space instead for social and community facilities. Provisions for greening Broadwater rd. and improving pedestrian access are good.</p>
<p>Whilst appreciating the desire to reduce space for buses standing, this is important for allowing flexibility to maintain punctual departures, and for passengers interchanging. The present bus station provides access to toilets for the bus drivers, and this is often the only facility on their route. There is no suggestion as to how and where the Crosfield Hall functions would be replaced.</p>
<p>Ridiculous to have the bus station re-located along a road where so much else is planned to be. A bus station needs its own space where people and buses can wait safely. Bus stops strung out will cause chaos for passengers and cars driving along the road. And with a new Aldi planned and a dual level parking area it will be far too busy.</p>
<p>I like the idea of a community hub on the area of the bus station, but I prefer more community type buildings rather than additional residential units. Moving the bus stops to Broadwater Road will I feel create unacceptable congestion on Broadwater Road. Why do we need 250 car parking spaces on the Crosfield Hall site? There can only be about 100 spaces in the two existing car parks.</p>
<p>A multi-story car park is a very bad idea and does not fit with the character of Romsey. We should not be encouraging more cars into the centre. Instead we should be improving other transport links. I think Romsey has all the shops we need. Amenities which are about things other than retail, e.g green space, outdoor activity etc. are better.</p>
<p>As a bus user, moving the buses further away from the centre of Romsey is not good, carrying shopping further just to get to the bus would be annoying, especially for older people</p>
<p>Do not like the decked car park in place of Crosfield Hall. Where are the community facilities? Don't like the provision for residential and retail. Too much. Buildings will be too high; space won't feel open enough. Where will buses wait? They would block Broadwater road surely - maybe I've not understood well enough? Having buses pull out onto bypass sounds crazy - wasn't that entrance closed years ago because of traffic problems?</p>
<p>I appreciate it needs to change and improve - but some items concern me e.g bus depots in Broadwater road - I was told by several people it was to be on the bypass - so it is not clear to everyone</p>
<p>It's a start.</p>
<p>As above. It clearly has potential to be a white elephant.</p>
<p>Development of a central community hub is key here. Extensive consultation is needed of various community groups to find out about the variety of requirements.</p>
<p>Does 'flexible retail' address the wish of the Citizens Assembly (sic) for easy in/out start up units for small businesses?</p>
<p>Need to retain a good amount of open space and not infill with retail/residential. Heights should be kept low, otherwise lose sunshine and openness. 2 level parking sounds too much. Crosfield Hall replacement should be better and cheaper than current. Will council retain the ability to offer free use?</p>
<p>Still have concerns with regards to the loss of the bus stops in their current location, although appreciate Broadwater Rd isn't particularly far from the current location for those less mobile it could be a challenge.</p>
<p>This question is senseless. You are asking if I agree with two separate phases, each containing several "options". You haven't defined "community hub". Buses are preferentially used by the elderly and infirm and therefore need to go as close as possible to the town centre where most shops, banks, Post Office, etc are located.</p>
<p>PLEASE could you ensure that the 250 space car park plans ahead for electric vehicles being the norm? There will need to be charging points throughout the car park. Also, what about space for bikes?</p>
<p>I give up having lived here 45 years.</p>
<p>Bit concerned by Crosfield Hall relocation - much used for a range of community groups & convenient for bus and cars currently</p>
<p>Broadwater road must be made much wider to allow for standing buses both sides and adequate flow of other traffic.</p>

Medium Term Options

(1) Please DO NOT knock down Crosfield Hall before you have a replacement facilities ready for use - THESE MUST BE NEAR THE TOWN CENTRE - The Rapids is too far away. (2) The re-siting of the bus termini to Broadwater Road raises concerns about the safety of pedestrians in Broadwater Road. Pedestrians crossing the road will have their view obstructed by waiting buses. (3) A much larger roundabout will be needed if buses are to routinely turn 180° near the Dukes Mill.(4) Based on comments (2) and (3) it seems that land from the car park will be needed to ensure safe vehicle movements in Broadwater Road. (5) Why a decked car park on the Crosfield site, if this is to be replaced by an Aldi store in the next phase?
(1) We must have a bus station, look at the situation in Southampton where they're buses congest the roads around the West Quay and Bargate areas. (2) Decked car parking is not in keeping with a market town. We do not require a further 250 spaces when retail is in decline.
Already had a lot of money spent on Church Street, Bell Street and Market Place. Now planting trees which is all very well sitting under having a coffee and being bombarded by fruit and birds.
As a regular user of the Crosfield Hall - given to Romsey residents, it's ideal for medium group users, it's centrally located and adequate. It's not for Nexus & colleagues to remove community assets without a replacement of similar size within the town centre (not at the Rapids!)
as above, I would like to see more detail of the infrastructure particularly in light of recent flooding.
As above, just 1 civic centre building please.
As explained above, the suggestions in the medium term option of demolishing Crosfield Hall, and building flats and shops on the bus station do not seem to have been justified in terms of the needs of Romsey people. In addition, I strongly disagree with demolishing Crosfield Hall to build a car park. Firstly, it's wasteful, as Crosfield Hall is good, and well used, and demolishing it and re-building an equivalent facility outside the town centre will be more expensive and use more materials and resources than upgrading Crosfield Hall. Secondly, the drive should be to encourage less use of cars, by improving pedestrian and cycling access, and improving public transport. A new car park runs contrary to this.
As long as community facilities such as the Crosfield Hall and parking are not restricted during this time. Cut down on the cafés/restaurants
Community hub is key for providing a focal point for the town. I can't comment on Romsey's need for housing but support the proposed and access to facilities/transport
Concern re buses using the "bypass" - they currently do not
Could we consider the bus station at the Rapids and run regular shuttle buses to the centre of town? No need for large buses but Transit sized and thus ease access issues.
Creating such a configuration of block would mean that a lot of outdoor space would be in shadow. There would also be a lot of noise echoing around and causing disturbance late at night to surrounding inhabitants.
Crosfield Hall over by the Rapids makes so much sense - most people attending events there want to park and not shop etc. It frees up parking for economic activity.
Having used Crosfield Hall for fairs and a fashion show I know the access and facilities are good. The Town Hall (upstairs) and British Legion have access problems for loading/unloading and setting up.
I agree with some of the ideas but: there is a lot of building here and I do not like the idea of a decked car park which in my view does not fit with the premise of 'historic Romsey'. There is actually not a lot of open space, and I consider the drawings to be slightly disingenuous in that they appear to show more openness than I think there will actually be (one is of Broadwater Road which looks rather 'pedestrianised' but won't be with cars and buses passing through. Who is the residential part of the development aimed at? Are there any proposals for some social housing? Broadwater Road would need widening for bus stops. At this stage we have lost the bus station (not an issue) and Crosfield Hall (possibly an issue).
I am in favour of retaining Crosfield Hall, perhaps with improvements. It is a good resource and not falling apart.
I firmly believe that if we are to retain the existing centre of Romsey as the heart of the town, it is a bad idea to move the bus station further away. Elderly people, those with disabilities and young parents with buggies will be disadvantaged by such a move and less likely/able to come into town. The proposal doesn't seem to address the question of where people in the 30-50 residential units would park. I am not convinced that there will be sufficient demand for that volume of additional retail and leisure use capacity without damaging the existing heart of the town. Where is the hard evidence? I believe any move to replace the Crosfield Hall with a venue away from the town centre (e.g. on the Rapids site) would be doomed to failure. Many of its users are elderly and would not walk from the bus station to the Rapids; you would either lose users or increase car use, neither of which seem desirable.

Medium Term Options

I have concerns about possible idea of open air cinema in summer because of noise disturbance
I should have been sent the full masterplan to my home address in North Baddesley. Consultation has not been good enough and the number of responses will probably show this!
I think buses need to "idle" in the town to pick up passengers. There also needs to be more room for coaches to set down and pick up.
Linkage to Abbey.
Need to consider feasibility of option 2 bus circulation, attractive option if it can work.
Not clear, especially about the relocation of Crosfield Hall which appears to be taken as a given. You need to good ideas about how this could be achieved.
Not enough detail on current vs. future usage. Could/should be doable in 5 years, short and medium term plan should be combined to save time and money.
Opening the fish lake stream further would be nice. The Crosfield Hall is needed as it is. If a better site could be found for the Countess Mountbatten home then perhaps you could use this site for Aldi with some of the Crosfield Hall parking. Perhaps Broadlands could be persuaded to sell land just inside the gate to rebuild the Countess Mountbatten However it is a marvellous place and a really good alternative would have to be found. I do not see that the bus station could move to Broadwater Rd. It is fine where it is though you could upgrade the toilets. I think it would be better to provide new facilities at housing developments eg Abbootswood and Luzborough so these communities had facilities on their doorstep. Better for the environment.
Option 3 should be adopted for bus circulation. New bus stops will each need to have shelter and bench (and raised kerb?). Location should take into account large groups of school children waiting for buses at certain times. No detail is given of exact location of replacement for Crosfield Hall. If south of Bypass, then this should be consulted on separately. Any replacement would have to be built before existing Hall demolished.
Preference would be for a centralised, sheltered bus facility catering for electric buses. Safe cycle ways from the new housing on the outskirts of Romsey.
Sad presentation of any building, unless the quality is good nothing should be built, Romsey old law courts, post office, Banning Street flats, Broadwater absolute disgrace, Romsey deserved better.
See comments above re improving vehicle access. Half of Romsey's user live in villages with no prospect of public transport, and too far away to walk.
See my comments in Short Term plan and as a Crosfield Hall user - there is a need for an equivalent space which is fully accessible and easy to reach from the town centre and provides a similar floor area/seating capacity to Crosfield Hall and annex for exhibitions/fairs/large meetings - so the new community hub needs to be able to provide this. The Crosfield Hall is a good size but exceptionally outdated (it was good in its time) but if we don't have an equivalent space then the Town will be missing out on the income from those who use the Crosfield Hall. If the new community hub is nearer the time, then it will be even easier for visitors to events at the community hub to go in to town centre to spend money and it will be easier to attract visitors to the town centre to events at the community hub. Please do not sacrifice the Crosfield Hall unless there is an equivalent space nearer the town. Functionality is as important as appearance. I agree that the town needs to have good outdoor spaces but not to the detriment of the current indoor spaces.
Strongly in favour of moving Crosfield Hall Also in favour of new development on bus station car park - shops, cafés, flats etc.
Suddenly at this point the plan refers to the demolition of the Crosfield Hall. Why not enhance it instead? If it is not flexible enough, redesign? If town centres of the future are envisaged as places for people to gather (not necessarily shop) we need the meeting places in known areas, near the town centre. We have one!
The clue is in "premium town centre land": the aim appears to be to sell Romsey to the highest bidder. As for "idling buses", this is a false and deceitful claim: buses' engines are generally switched off while at the bus station. The greater threat to health and environment is the plague of idling cars, often illegally parked, within the town centre; something about which nothing is currently being done, and that the plan makes no attempt to address. A civilized town would have fewer cars, and more space for and better facilities for: pedestrians, cyclists and public transport. The centre of Romsey would be pleasant and inviting were it pedestrianised; instead it literally stinks for much of the day, and presents hazards to those on foot.

Medium Term Options

The demolition of Crosfield Hall and having a similar hall further out is a terrible idea. Close to centre of town and the bus station is ideal - accessible for lots of different bus routes and not too far to walk. Especially with a large part of Romsey's population being older you cannot expect them to walk or cycle long distances. Therefore, your plan is less accessible to all. Being close to the shops is ideal and saves extra trips thereby reducing pollution. If you aim for more sustainable transport this is counter intuitive. Even as a young person I would want the hall in the centre of town close to everything else. The taller buildings being built and the decked car park are inappropriate for the area. The openness and lightness of the space currently is one of its positives. A decked car park is also an eyesore. Currently it functions efficiently and well. Architecturally how do these buildings relate and promote historic character? The provided sketches show a standard modern building whose style will not age well and do not reflect the town's character. Romsey also has too many cafés and plenty of shops. It really does not need more. Only a little more green space in that area would be nice.

The proposed provision of residential units in the midst of a retail area seems a bit bizarre. What is a new community hub? What is the old one? Why do we need 250 car park spaces? This would more that make up for the loss of spaces at the bus station.

To site bus stops along Broadwater Road could cause great delays and congestion. The provision of public art along the stream is perhaps fanciful

Very difficult to comment when the strategy document attached is organised in overall Ambitions.

Want to keep a proper bus station. Do not like buses lined up along the road. Big mistake to make car parking further from town centre shops in The Hundred. Strongly disagree with loosing Crosfield Hall which works well for large meetings (U3A).

Whilst it would be good to see more of a choice/mix of retail outlets in Romsey, I hope that we don't end up with lots of vacant lots because the rent and rates are too high. Also, whilst it's nice to have the choice of restaurants/outdoor summer dining - I hope there will be resources in place to keep it clean and tidy. I do hope the proposed decked car park is sympathetic to the area and doesn't end up an ugly blot on the landscape.

Will only consider the Crosfield Hall demolition if it is replaced by "adequate" parking for visitors to Romsey. Our historic town needs the tourists to spend money and enjoy their time here without blocking our roads.

Would you need a roundabout on the by-pass? Important to maintain bus access and encourage use.

You need to ensure that users of the Crosfield Hall are offered alternative venues etc.

Do not put Aldi where the Crosfield Hall is situated, the Hall was given to the residents of Romsey for community use and is in continual use by various groups and clubs. Rebuild it but do not move it to the Rapids, that is too far out of the town centre for a lot of people to walk.

Lack of toilets Cobble pretty but disaster, do not last

Do not move the Crosfield Hall. It belongs to the people of Romsey and is very well used. It is conveniently placed for many people who walk to it and there is good parking.

Strongly disagree with moving bus station, 30-50 more dwellings, new shops, decked car park and open air cinema.

Not convinced by the proposal to develop an intensive urban settlement of retail/commercial/residential massing on the bus station site which gives little consideration to the view of Romsey Abbey. Not really part of the character of Romsey in the form illustrated. However, agree in principle to the removal of the bus station and reuse of the site with proposals of a lesser scale. Have no reservations about the removal of the Crosfield Hall if a more efficient facility can be incorporated into the masterplan to enable a viable redevelopment of the site. In the medium term I think the focus should be on a new access to the town centre from the by-pass and a resolution to the provision of a public transport drop-off/pick-up 'hub' from which all the other components off the masterplan hinge. i.e. an attractive gateway, a sense of place, co-ordinated way finding, logical links etc.

Would like to see the decked car parking, I think additional parking is necessary to support the viability of the town centre given thousands of new residents in the new housing which is being built (rightly). Bus circulation - option 2 seems best to me although all seem to be one right turn and one left (not two lefts as the text says). Preferably a one-way flow of buses, dropping on the side of the street nearest town and getting priority at junctions. Most of the buses (66, Bluestars to Southampton, some smaller services) come in from the direction of The Plaza. The railway station is also on that side of town. It would be faster (and cheaper, and therefore preserve more frequent services) for buses to drop off on the side of town that they come in, perhaps in the Waitrose car park, rather than queuing and manoeuvring to come into Broadwater Road. Have the bus companies been asked? See also comments about cinema above.

Long Term Options

As long as the character of Romsey is kept in the forefront of the plans, I can see the long term plans being a success. One issue will be Aldi customers needing to cross over a presumably busy road to get to and from the car park - there must be a better option? It's not hard to envisage a constant stream of customers causing lengthy queues for buses. Aside from the above issues, I can see the long term objectives being successful.
Can we maintain green spaces i.e. green roofs and etc. What about health and social care access? Do we have sufficient space in existing estate. Is integrated care teams
I am surprised to see that Aldi are now in the plan I don't recall the idea of them occupying the Crosfield Hall site being mentioned before!
I think the masterplan options make really good use of the space available. The one comment I would make is that perhaps there could be more of a green space/park area around or between the buildings that are proposed. I feel as though this may open up the area slightly and mean that in the winter when people aren't sat by the stream as much, that there is still an area they can enjoy and it won't seem like such a 'shopping' space only. However, I appreciate that there isn't a shed-load of space and so this may not be possible.
Increasing retail capacity is a really bad idea. Encouraging increased use of cars is a bad idea, unless these are zero emission cars. No mention of improvements to sustainable transport.
It would be good to have a better frontage onto The Hundred from the Aldi store location
Leave the Crosfield Hall alone it was gifted to the people of Romsey I do not wish to walk to the rapids to go to the new Crosfield hall it is too far out of town for older people to walk to
Like the idea of moving Aldi across the road, but not sure about the large public parking area. Could there not be a multi storey car park next to Aldi that could accommodate more cars and leave the area that is the current Aldi car park for more interesting use?
New facilities, shops and eateries are very welcome. Romsey should be able to prove it is a dynamic and adaptable place which invites people from all ages and backgrounds. It should be a place to meet, shop and just relax, with green space, commercial areas and activities. Heritage is key here, capitalise on the history, promote the museum, the Abbey is a huge draw, but you want people to stay after. If we can create an experience it could put Romsey on the map as an accessible historic location, but also with fantastic and unique experiences. Create the Romsey experience for Saxons, much like York has done for the Vikings.
No your making it way to modern.
Oh, I've seen your bus circulation plans, clearly you haven't considered the amount of bus movements there are in a typical day, and you have seemingly increased issues for bus operations by installing lots of 90-degree bends in the options. These really work well when delivery vehicles and motorists stop where they shouldn't - hence having a segregated bus station area. But hey not your problem as I suppose you don't use buses.
Parking is a clear issue in the town, as evident in the consultation, so terraced parking may be required to meet demand. However, more emphasis should be on the use of public transport. The size of green space provided seems small given the overall area covered by the plan. I think more emphasis should be put on the provision of green space.
Please don't remove the public toilets.
See above. How about a western bypass? I find the proposals a strong disincentive to use facilities in Romsey.
The fact that Romsey is a small market town means, that although the centre can be improved, it should be done sensitively and bearing in mind that it is not able to cope with an increase in the amount of traffic.
The projection for an increase in parking facilities should be reassessed closer to the likely development period to avoid over provision.
The sooner the better.
Leave it alone!
(1) Why is Romsey spending a lot of money giving Aldi a new store? (2) Having moved Aldi the plans for the current Aldi site are vague. We should not be doing anything unless we have a fully thought through scheme.

Long Term Options

<p>You're prioritising a supermarket over a community facility! Crosfield Hall has had a lot of improvement lately and just needs updated toilets and perhaps even extended for more rooms. It does not need knocking down. It's in exactly the right place. The parking makes it good for evening activities and everyone can find it. The entrance to the car park needs improvement The surroundings need improvement and enhancing but It's frequently completely full to capacity at the events I attend. Why not make it the community hub too? Cheaper than bulldozing and re landscape the car park and enhance the area with rewilding.</p>
<p>Driving into Romsey from the South will look terrible with Crosswater Road housing all the buses and bus stops, a new Aldi and dual level parking. It will be absolute chaos. Having two new Crosfield Halls seems very extravagant; who and which groups will go where? It is better to keep a hall in the centre of town which can be visited on foot.</p>
<p>I do not like a decked car park on the existing Aldi car park. I think it will look hideous as you approach the town from Palmerston Street. It would be much better if this space was a public open space with trees, paved areas, gardens with perhaps a small car park for disabled drivers. A decked car park could be put on the Tesco site on the other side of the By-Pass next to the football field.</p>
<p>Could be more adventurous. Look at Southampton. West Quay has destroyed the rest of the shopping. Two shopping centres have been demolished. Do not destroy the Hundred. Market Place is struggling as it is.</p>
<p>I am unclear what is the long term option - needs to be described simply for the 'man' in the street.</p>
<p>Relocation of Aldi might be unnecessary. The new building suggested to replace it could be located where Crosfield Hall is now.</p>
<p>Re-siting Aldi sounds reasonable, a better store for them and a chance to make existing store into a community space. Access from hundred to keep that end of town alive also good.</p>
<p>There's a lot of focus on cars and parking but the focus on sustainable transport appears to have been lost by this point.</p>
<p>This whole section seems to be about making things better for Aldi. We do not need a huge store with extra parking blighting this area next to the stream and the historic centre. Aldi could be relocated on to one of the industrial estates or left where it is.</p>
<p>Again, this plan must be constantly reviewed.</p>
<p>Again, you are asking if I agree with a whole raft of options. It seems you are suggesting building a multi-storey car park in the medium term and then knocking it down to build a new Aldi in the longer term. Is that efficient?</p>
<p>It's unfortunate that parking provision will remain at the centre of the entire plan.</p>
<p>Redevelopment of bus-station area to make it a much more positive space and for it to enhance rather than detract from the historic centre is key. The style of the development can be modern but in-keeping with the 'old town style'. The current artist's impressions do significantly detract from the proposals. Why include them at all if they are not representative?</p>
<p>Relocation of Aldi might be unnecessary. The new building suggested to replace it could be located where Crosfield Hall is now.</p>
<p>See above - however why can't a 'better' Crosfield Hall be built in the area under discussion rather than moving it out to the sports centre? As the project is so up in the air it is very difficult to have a positive view.</p>
<p>Sounds good except height of buildings is a concern. Car parking is definitely worse than 15-20 years ago, but taking steps to improve public transport/cycling/pedestrian routes those might not be an issue.</p>
<p>The re-siting of Aldi provides an opportunity for an exciting repurposing of the current building. Both the Hundred frontage and the Stirling Walk side can be made much more appealing. Meeting rooms need to be considered here, as it's a long way to the Rapids site.</p>
<p>1. The Crosfield Hall is THE Community centre of the town. It is used by a number of local organisations and is crucial to the wellbeing of the town. The car park that adjoins it is crucial to the usage of the hall as visitors are able to park close to the amenity. Both should be SAVED. 2. The current Bus station should not be moved. The current facility is much nearer the town centre and therefore much easier to access for elderly and disabled passengers. 3. The new plans would lead to an increase in traffic which is not environmentally friendly and would lead to traffic gridlock. 4. The proposed development would turn the old town centre into a ghost town and therefore destroy the old town.</p>
<p>A new access to the bypass is an excellent plan.</p>

Long Term Options

Again: car, car, car, i.e. more pollution in an already polluted town. And what are all these businesses that will be clamouring to set up shop in Romsey? For many years Romsey has attracted mainly charity shops, hairdressers, and estate agents. There are a few cafés but they hardly make a positive contribution to the town's character.
Aldi is not a prestige supermarket and does not deserve relocation to such a prime site. Perhaps the Brewery site would be the ideal solution. The existing Aldi store should be bulldozed and a new development built. Is the proposed 180 decked car park in addition to the 250 car park?
Aldi relocating to Crosfield site won't be of any benefit as people shopping will only go to Aldi and not bother walking across the road.
Aldi to relocate to present Crosfield Hall site - OK but what will happen to existing Crosfield Hall? Where will there be space for it with easy access for all?
An additional multi storey car park should be built on the Alma Road/Waitrose site. An alternative is the fairground field on the bypass - or put the new Aldi there as was planned for the Tesco arrival at that site.
An alternative replacement for the Crosfield Hall must be a priority and included perhaps within the re-generation of the old Aldi site. Once again we do not require a further 180 decked car parking spaces which will be unsightly. Pleasing to see that the frontage of the Hundred where Aldi once stood will be reactivated.
Approve of new Aldi need links with Whitenap development - easy, fast, convenient for both pedestrian and cycle.
As above, I hope Romsey does not get over developed and lose its market town charm as this is what attracts people to the town in the first place
Before making any further improvements we need to repair what we have. The pavements are a disgrace and highly dangerous. Even the new enhancements are breaking down and unfit for purpose.(see outside the post office There is clearly no genuine concern for the welfare of the residents. Unimpressive looking architecture. No account of local styles. Romsey is not Newbury!
Broadwater Road is not the appropriate place for the buses as a bus station or even as a row of bus stops. Dreadful idea.
Bus circulation 3 will serve current bus users the best. Decked parking is best, currently visitors try to park and give up and go elsewhere.
Crosfield Hall MUST be replaced very quickly.
Crosfield hall was given to the people of Romsey for their use. I understand the argument is that it now comes under Test Valley and therefore after seeking legal advice they claim it is theirs to do with as they wish. This is underhand behaviour to rob the town of a historical gift for greed and giving developers a free hand to finance and profit from. Who will own the site after all this wheeler dealing.
Good to keep the bus stops close to the town centre. Consider in detail how to reduce cars conflicting with buses if there is a deck car park on the current Aldi car park.
I agree with increasing car parking, not about re-siting Aldi
I am not against ANY change. Just don't think this is appropriate. Looks v expensive too unless there is an input from other sources. Grants might be difficult in the current circumstances i.e. Covid 19. Might be appropriate to delay.
I don't think moving Aldi to Crosfield Hall site is a good idea. Crosfield Hall needs to stay in town centre - Aldi could move if necessary.
I feel the leaseholders/tenants of the flats next to the Crosfield Hall are not being considered in this plan.
I prefer option 3 for the bus stops as it is today. Agree with the moving and increasing capacity of Aldi stores.
I support the aims shown in the Plan. I am in my nineties now and unlikely to witness their completion, but my children and grandchildren will certainly enjoy the benefits from it. My only wish is that the works will not destroy the 'medieval market town' character of Romsey which has been my home for the past 64 years. Lessons must be learned from the building of Abbotswood where, I understand, one of the three building companies involved defied Planning rules and constructed to a density such that the local Fire Chief was driven to remark that the resulting densely parked cars would block the passage of his F & R vehicles in an emergency.
I think all the local retailers will tell you that any more outlets will just dilute their business which is already under pressure from the internet. Cafés, Josie's opened now Asante is closing - one in/one out each time we have a new hair dressers one of the existing hair dressers loses customers

Long Term Options

If improving the "night life" care needs to be provided for people living in the vicinity. We need control access to the Police, Social Services, Adult Services, Citizen's Advice, District Nursing placements. How "green" can we be with the proposed along the river banks etc. Create a "town trail" following the river inside and outside Romsey. Open up the hidden river course beneath the town!
If short term and medium term plans have been achieved, then this is the logical next phase. Enhancement of the housing off Broadwater Road (Banning Street etc.) would also provide the town with better facilities for the less well-off families. These families deserve better and I realise this is the responsibility of the management company. I also realise that overall condition is often due to how the accommodation is treated by the families themselves but it is a well known fact that the better the quality of the provision then the better it will be kept. So TVBC needs to put pressure on the management company not to abandon responsibility for this housing - majority of the residents will spend majority of their time and the small amount of disposable income they have in Romsey.
Important to connect the area to The Hundred as the existing 2 alleyways are not sufficient.
Impossible to say at this stage - insufficient detail.
In my short stay in Romsey, there seems to be a great opportunity for a larger supermarket in walking distance to the town centre. One that brings people into town and encourages time spent in town rather than on the outskirts where the likes of Tesco are located.
It's hard to get a full picture of what exactly is being proposed which I appreciate is hard to do at this stage but the right noises seem to be being made. I would want to see more weight on the importance of environmental sustainability and climate change adaptation which would be delivered through effective (not token) green infrastructure. Moving away from greenspace, there are some very exciting proposals and we look forward to seeing how things progress.
It's quite a way in the future.
Looking at all stages of the Masterplan: if Aldi want a new store on the Crosfield site and the old store becomes retail, that is a big increase in business development. Is there the demand? Basically there's a lot of building and little open space which fit poorly with the ideals of the project (judged by all the fine words). The height and design of the building will be particularly important. There's less parking unless decked parking is build which IMHO will not look at all good. I agree that a redevelopment is needed but I am not sure that this plan fulfils the promise.
Loss of Crosfield Hall unnecessary. Bus stops further out from town is a disaster
Making use of land on the Broadlands side of the 'bypass' makes sense.
Masterplan is good but the success of the new retail/residential will be in the detailed design. It can work with modern window glass frontage with traditional angled and tiled mixed elevation. Please do not put yet another modern cubist block like Newbury and south Bath
Need a sketch or detail on how the servicing would operate for the new Aldi. How would this work with the car park access, how would you get the right number of spaces? Would you service under the parking or alongside? Would either be desirable? Tracking of the lorries and bus movements would be needed to demonstrate these options are feasible.
Needs Aldi moving & Crosfield going
Once again there seem to be very optimistic (and not yet justified) ideas about the amount of extra retail and leisure space required. Aldi's current trend is also towards larger stores which would require rather more than 106 parking spaces. Overall I think the long term plan is too focused upon creating new retailing spaces without sufficient evidence of demand or any detailed assessment of the impact on both the existing town centre and its character.
Related to the above - in this case the relocation of Aldi seems to be assumed.
The Aldi store should be moved out of the centre - brewery site? To build a multi-storey car park in the town centre would not be an attractive option
The long term option requires the Crosfield Hall to be demolished. It's wasteful, as Crosfield Hall is good, and well used, and demolishing it and re-building an equivalent facility outside the town centre will be more expensive and use more materials and resources than upgrading Crosfield Hall. The long term option of moving Aldi to the Crosfield Hall site (after demolishing the new multi-storey car park) again has not been explained or justified, but again will be wasteful in cost, resources and materials.
The short term 'sell off' of Broadlands properties is damaging the future of Romsey to evolve to the future trends, capitalise at the detriment of future abilities and options is compromising long term quality of building.

Long Term Options

This is all out of character and unnecessary in an historic market town. The only thing I really agree with is moving the bus stops and stopping the buses from idling whilst waiting.
Too vague to be sure. Integrated transport - is there a way to reroute buses past the railway station? There is no link of any kind there and surely there should be.
Very difficult to comment when the strategy document attached is organised in overall Ambitions.
I appreciate the simplistic concepts of the masterplan but would question the size of the area allocated for a new Aldi on the Cornfield Hall site. It looks inadequate, raises questions about the delivery service yard needed for such a store and associated car parking. I would like to see the options for the bus station site and the Crosfield Hall site in context with the vehicular entry to the town, reshaping Broadwater Road and closing the Palmerston street link to the bypass. If car parking facilities at the Rapids are an integral part of the cp provision to bring visitors into the town then the experience for pedestrians needs to be considered. Surprised that the future of Edwina Mountbatten House has not been incorporated into the draft masterplan.
I do not think another entrance onto the bypass is a good idea considering how busy that road is.
I would like to see real change and just a cluster of evolutionary ideas that everyone else has. Why not make Romsey even more cycle friendly like Amsterdam, lets take the lead. We could have a loan system of ebikes for example. We already have lots of pathways so not much infrastructure costs. This could be done by partnering with Waitrose, Aldi etc. with detachable trailers on bikes Let's really move forward.
If there is opportunity, I would very much like to be further involved.
Strongly disagree with moving Aldi to the bypass, decked car park and additional access to the bypass
We do not need more retail shops etc. we have far too many shops that are not used. We do not need more charity shops to fill the gaps. We do not need Aldi to move to larger premises. We have a good selection of supermarkets in Romsey. Waitrose, Co-op, Aldi. Online shopping is also available.

Further Comments

An abhorrent vision of The Trueman Show populated by Stepford Wife clones - not fit for or complimentary to Romsey and its history at all.
As said, it will need more than that shown to impress those who seek a quality development offering practicality with style.
I admire the work that has gone into this project, and appreciate there is still lots to be done! I can see why people think Romsey could and should be more of a commercial hub, I just hope the town's history and character is preserved tastefully. The reason I moved here was partly to get away from the hustle and bustle of a busy market town. The grass isn't always greener.
I have not seen enough information to be able to make informed and objective comments.
I think it's a great start, and opens up new ideas and opportunities for Romsey as a whole.
I think Romsey should stay as it is maybe a few more kids clothes shops to fill the empty high street shops or a kids activity centre in the empty high street shops.
No mention is made of trees but they would be an important enhancement. I would like to see more native trees of local provenance.
Please don't remove the public toilets.
Please take the climate emergency seriously. Please consult with Romsey Cycle Hub, Transition Town Romsey, Romsey Future & Walking to explore ways to improve sustainable transport.
Read all the above comments.
Romsey is a Market Town. You are totally destroying the charm of this town.....having already ruined the Market Place. The Crosfield Hall was given to the people of Romsey, you have no right to demolish it !!!!!
Rural bus services required.
Start again.
The major thing that needs improvement is the car park next to the bus station which is badly laid out, but getting rid of car parks in the town centre means less visitors.
The proposals tend towards building a congested and crowded town centre where traffic will be unwelcome, but with no proposal to mitigate this.
Very well done!
Whatever is decided regarding parking spaces, it would be good to have it covered, and put solar panels on the top. This also gives green ways of street lighting and smart ways to see free spaces (red/green lights etc.)
Already submitted in a comprehensive email reply
I would prefer to make better the facilities that are already in place.
Areas i feel that have been missed: -Integrated walks from the town centre out into the countryside to attract more walkers and tourists, which can come in by bus or train. Currently it is walking on roads as there are no pavements -Chalk streams are difficult to get to, to see and enjoy this could be a huge at-traction to the area -Event/ conference multipurpose facilities, business centre for hiring of meeting rooms and facilities as there is a move to home working and encouraging start-ups. Means people would spend money on lunchtimes, parking transport, local shops -The parking facilities are awful -Direct and regular buses to Salisbury, there are so many tourists that visit Salisbury, Romsey could utilise an existing flow of tourism to the area -Integrate better into the New Forest -Nowhere for tourist to stay unless they want luxury accommodation -Earlier trains to start from Romsey for workers, not everyone works in Southampton -More carriages on the trains often only 2/3 and are full, so it is putting people off traveling by train and using a car instead -Better recycling needed in town -Tourism is not exploited and is currently fragmented
Cycle links to new forest are needed to ensure access to the forest without needing a car.
I think there will need to be more parking with all the new homes planned at Ashfield and elsewhere and when the scheme attracts new people /visitors as it is already difficult to find a space sometimes. Bus/ walk/cycle is not always an option for people and many visitors come a distance so will always drive.
In general, I totally approve of these plans and welcome the improvements. I would like to see sustainable options - alternatives to the car and/or electric vehicle charging points - promoted even further. No mention of bikes racks and spaces for bikes for instance.
Uninspired and woolly. Unlikely to ever happen as the business case doesn't stack up.

Further Comments

A 3D presentation would have been helpful. What similar projects have been undertaken and where? What has been the impact? We do have grave concerns that Romsey will be spoilt & that poor and cheap options will be introduced.
If this plan is constantly to be reviewed, and over a 20 year period, personnel are going to change - can we be assured the strategy will continue?
It's moving in the right direction, but keep the Citizens Assembly people on board!
The ancient character of Romsey is the most important element of any plan. My concern is that redevelopment to the south will have a bad reaction in the Market Place and The Hundred
The timings of the consultation sessions (all but one on a weekday during the day) mean that the demographic of feedback is distorted. Where is the representation from: young people; schools in the area; local workers; local residents at work during the day. Any community space in the centre of town needs to be very adaptable to the many potential user groups. Having said that it is exciting to see that there are plans to develop and re-invigorate the offerings within the town.
There is a great danger in the masterplan in that it addresses a small area in isolation from other issues around the town. Alma Road is often blocked because the Waitrose car park is full; putting a multi-storey on the public car park and leasing the top floor to Waitrose would help to keep Alma Road (a main route through Romsey) flowing. There are housing estates being built north and south of the town and the infrastructure (particularly roads in the town) will not cope. Cycle routes into the town need to be built to encourage residents to leave their cars at home, but many consider the road too dangerous for cyclists. So an integrated solution is needed.
1] Hampshire Swifts website is https://www.hampshireswifts.co.uk 2] I am also on the Romsey Abbey PCC [Parochial Church Council] and as part of that the Parish Environment Group among other things if this would help. Romsey Abbey is a Silver Eco Church [we can't get gold because of the current requirements such as double glazing and with ancient stained glass windows we can never meet such requirements - as there are several other Great Churches and Cathedrals in the same position the criteria may change]. However, we are working with TVBC on community modifications to the North Churchyard which would fit in with your plans - Mark Edgerley is aware and we'll keep him posted. Any changes in the Church of England take a long time if a Faculty or Schedule is required, but you are probably aware of all this. We do have swift boxes. 3] Provision of swift boxes / bricks is of value in Romsey because we have a swift population but more is needed. People seem to love swifts and their screaming parties [absolutely joyous to hear] and most stop and tell their story about swifts. They are very clean birds [any mess is probably from starlings or house sparrows]. 4] I would be happy to talk further or advise you on a national expert to contact if you wish - this may be worthwhile as you obviously have offices in the major cities. As I said today action to help swifts is a win-win and cost effective [not that you do things for the cost alone] and the plight of the birds is our doing so we should put it right where we can. Please don't hesitate to contact me if it would help - not sure how often you get to Romsey.
Aldi want new shop then subject to planning they should build at present site (jam factory). Edwina Mountbatten too near bypass restricting access into town for HGVs delivery, somewhere quiet with pastoral outlook yet within town boundaries is required freeing up road access and land. Broadwater flats long overdue to be demolished freeing land. Crosfield turned into a showcase multi use hall. Secure bus and vehicle charging points, require stream and gardens to be CCTV scan 100% coverage due to no police and high voltage charging.
As a "befriender" for Jane Scarth House Cancer Support Centre, which is very close to Aldi I am aware that many people will use the Aldi car park to enable them easy access to our support centre. Many are very ill or in recovery and need to have parking facilities with a very short distance to walk (some have walking aids and struggle)
As this will be dependent on inward private investment there will need to be a robust client to negotiate what is right for the town as well as the developers
Bus circulation ideas are excellent with option 2 probably the best of the 3, closely followed by option 3 which would be preferred option if shared vehicle/pedestrian surface could be avoided
Did I mention green infrastructure?
Don't bow down to pressure from Aldi
Every resident in Romsey & North Baddesley should have received hard copy consultation packs.

Further Comments

<p>For better communication, main streets should be labelled on diagrams and a key for symbols and colours should be used. Making the area more pedestrian friendly and green is good but the extra building and demolition of others is inappropriate. How does your plan 'promote and enhance Romsey's historic character'? Currently the architecture shown in your design looks like the standard fashion for new builds just dumped wherever they are developing something.</p>
<p>Generally some good proposals - do want more open space and pedestrian friendly areas</p>
<p>I am all for improvements of the town. As a resident in the area (that is most affected by these plans) I have grave concerns of how my property will be affected. My concerns include noise, views and access to my property. I am aware the building I live in is very ugly and this plan might want to block the view of it to visitors; I was unhappy to hear the Aster Management Company was unwilling to get involved and help improve the appearance of the building. I don't want to live next to Aldi!</p>
<p>I am concerned about the future of Crosfield Hall which I feel is vital to the social life of Romsey.</p>
<p>I am very, very concerned about new shops. We have 2 empty premises in Bell Street, Santander in the Market Place, plus to coffee shop in Latimer Walk. So many modern shopping centres are not doing well. The Bargete Centre in Southampton has been pulled down. We need Romsey to keep its character - not be like anywhere else. We need more car parking plus an interesting/exciting means to access the town from distant parking places</p>
<p>I frequently use buses in Romsey as it was considered by Test Valley a policy to limit cars and support a green agenda. It now seems for financial incentive Test Valley wishes to sell off a very well used area to private developers for financial gain with no consideration of the users of the present facilities. I have yet to speak to anyone who agrees with this proposal. A considerable number of elderly residents use the buses to gain easy access to pharmacists, banks, vegetable shops and post office etc. Your proposal expects them to walk a great deal further, from a street, to reach these facilities. The distance to walk and inconvenience may seem small to young mobile planners but give those planners 40 years and they may understand the difficulties they are creating. Employing consultants from out of area, who understandably will not be conversant with local circumstances, but will financially benefit from the consultations, is not appropriate. Having lived in the town for over 40 years and brought up my family here I feel I have a better handle on the towns needs than anonymous consultants. Pursuing these ideas when the current infra-structure of the town and the conditions of the pavements and roads are so poor that many have fallen is neglect of duty and out of keeping with your declared aims. Current expensive improvements and their quality have proved to be a total waste of money.</p>
<p>I look forward to seeing further detail. Where will bicycle parks be situated around the town? Charges for parking bikes like car parking charges?</p>
<p>I understand the need for the development to be financially viable but overall this Masterplan seems to give us more of the same: shops, cafés and some housing. I need more convincing that the design is right.</p>
<p>I would like to know how the people of Romsey can have a say on whether the short, medium or long term options go ahead. I can't see what the status of this survey is, and whether there is any obligation to abide by the wishes expressed in it.</p>
<p>In light of the new housing around Romsey a radical new approach will be needed to manage traffic flows.</p>
<p>Increased Car parking is essential whilst the local planning department refuses to allow other retail out-lets (supermarkets) on the outskirts of town now favoured for significant residential development e.g. Abbots Wood, Kings Chase etc. All need to attend town centre for supermarket shopping. Cars may be-come "greener" diesel/petrol to electric but will remain integral to family travel independence. I live in the town centre and often have visitors who need somewhere to park.</p>
<p>It lacks practical ideas about urban activities for the youth residents in Romsey. It must be located - any urban activity - close to the Council housing scheme, currently existing</p>
<p>Make sure you as a Council support the businesses in the town centre and not put all your energies into this South of Romsey development. For Romsey to succeed in the future we need a mixture of independent shops and national chains. We need to ensure that income is attractive enough to keep them here.</p>
<p>Making sure that there are the resources to maintain and sustain the developments once made. Ensure that the bus station is not far from the centre of amenities - given that we have an ageing population.</p>

Further Comments

Moving Aldi outside town will be a huge loss to the other shops. People park and shop at Aldi then walk down the alleyway onto The Hundred for "local" shopping i.e. cards, hardware, boots etc. Many will not bother to walk the added distance from Aldi - many will get those items when they go to Southampton instead. Charity shops will also suffer, leading to empty units in The Hundred and a declining town centre
Much more detailed work needs to be done on what the "new" Crosfield Hall should/could be. Should it incorporate a modern town hall (e.g. 500 seat auditorium, number of other small rooms) impact on other current small community spaces - positives/negatives
My comments might seem negative to you however I assure you they are not emotional but well considered. I have a professional background being a Fellow of the Institution Of Civil Engineers and am well used to assessing and developing large infrastructure projects.
Need more doctors in place before any more homes are built
New community hub should include a library - either relocating existing library or have a branch which can be integrated with café etc.
Overall a brave and collegiate attempt to revitalise the town we all love and cherish. Work on Church Street and Bell Street/Market Place have been well managed, BUT what have they achieved? Are there any statistics to show increased footfall and then can be extrapolated to show how the masterplan could work? People want access access access and access safely and sustainably - train station must be as important as bus station. Romsey is perfect for a cycling town! Think on!
Prefer option 2 of bus routes/bus stops
Regret that only one 'plan' has been presented even at this stage. Concerned that the new retail frontages do not physically link with existing retail in the town, thereby creating a likely white elephant area or it will shift the footfall from the existing historic town centre - to its detriment. New frontages, even for residential, should be incorporated along and to screen the rest of properties of the Hundred.
Road access is key. Look at the river crossing idea above.
Romsey was a market town, it's been destroyed by indiscriminate development ignoring the local environment e.g. Oxlease Meadows, the soon arriving Meadow View (Belway) and the proposed new build on the Whitenap winter flood plain. Traffic is badly managed, pollution high, industrial recycling traffic treats the town and its roads with contempt, courtesy of the HCC allowing Timsbury as a recycling area. Romsey centre is becoming a less than attractive place to live unfortunately.
See my comments above, after survey. I would have liked to come in and see the plans in better detail at one of the locations and dates mentioned. Wondered if the process could be delayed a bit because of the Corona Virus which may have prevented some people visiting the presentations.
Solar Panels on all new builds
Suspend all future plans for six months or until the country has recovered from the exceptional circumstances we find ourselves in
The Crosfield Hall does need modernising with better heating and acoustics. Not air conditioning which is noisy when a speaker is talking as at present; especially when people have hearing problems. Mountbatten House needs pulling down and moving to the bypass, its rooms don't meet standards requirements and ambulances are unable to get under the arch to get to the main entrance. Very few residents use the town to shop.
The Crosfield Hall is important to Romsey and should not be knocked down. Any building on the site of the bus station needs to be low level. If it were to be the height of Dukes Mill or Smith Bradbeers it would dominate, as the do
The plans, if enacted (which I am sure they will be - money talks) would place Romsey further along the path to becoming another Anytown, Anywhere. There is no evident short-, medium-, or long-term plan to reduce pollution or congestion in our already polluted and congested town, nor any obvious attempt to reverse the decline in the town's character.
The whole south side is currently visually awful. Generally draft plan sounds fairly positive. Romsey town centre lacks restaurants and a variety of shops, so to have more is good. I think it is an excellent idea to make the south side of Romsey better and ensure footpath to the Rapids is massively improved. At present on a warm day most of Romsey people just think of going to Memorial Park so if there were other areas to go to which offer a pleasant environment to sit in and eat this would be good. When developing the south side there needs to be some provision for the younger people to meet
Timelines for "short", "medium" and "long" would have been helpful
TVBC could CPO the Broadwater flats with alternatives being built. This would allow the car park to be built on the slope and be hidden. The bus station should be necessary off the bypass and not clog up Broadwater Road - a safer and eco-friendly alternative.

Further Comments

Very interesting ideas and I'm keen to know which options are most favoured
We need to take bold, imaginative and brave decisions that will stand the test of time. We need new buildings to be in keeping with the character of Romsey but they need to be modern, stylish, iconic and sustainable.
What effect does this plan have on climate change agreements? Has an estimate been put forward to the planning authority? Relocation of bus station, move from the centre of Romsey to where? Present bus station meets the needs of elderly people living in centre. Loss of open amenity - present centre is open to the air, a pleasant prospect, why add buildings? Aldi is a fine service to community where it is, to move it more than half a mile out of town will seriously disadvantage the elderly and those without cars
Whatever happens in this scheme - please be aware of the danger of level access pavements. The "shared space" schemes in Bell Street, Market Square and Church Street have reduced pedestrian safety, as traffic regularly drives over the pavements, and in the evening cars are parked along Church Street and around the Palmerston Statue (Market Square). Proper kerbs are needed to reduce the risks to pedestrians. Small children are often taught to stop when they get to the kerbside - without kerbs they can run on into the road. The blind and partially-sighted also struggle with "shared spaces".
You need to be clearer about why the medium and long term options have arisen and are consistent with the masterplan "vision".
You will have to widen Broadwater Road to allow for the buses and traffic at the same time. The traffic lights cause a problem now with a build of traffic and these new plans only exacerbate the problem
I think the plan needs a re-think, in order to consider the character of Romsey as a pleasant market town I am a Romsonian, born in Romsey and have lived in the town all my life and I do not want it spoiled.
Do not start a major development in a time of pandemic. Demonstrate that plans have been thoroughly researched on an economic and business basis. None of this is apparently from the current plans.
I think Romsey is lucky to have such an active and responsive Town Council but we need to keep thinking hard about the future. We could take the lead in many more areas. We could have pavement wardens to ensure our pavements are kept to a high standard, roads the same. If we want more visitors the bus station car park could be for coaches.
Lack of practical solutions to bus station waiting Car delivery of travellers No toilet facilities - elderly and young disabled travellers Covered waiting area and suitcases, prams etc Roads jamming when buses late Try waiting Winchester for London/Airport/Southampton bus.
Should be more daring.
The bus station should remain near to The Hundred and main shopping area. Move it to the site (parking area) between the bus station and Aldi car park. Develop present bus station site to accommodate beneficial public use facilities for cultural & leisure & social purposes; i.e. several units suitable for art classes for children and adults, craft classes, exercise and yoga classes, exhibition space, morning coffee and afternoon tea sessions for over 60s, some small independent shop units and one new restaurant facing the stream. Agree to upgrading the paved area bordering the stream between Boots and Dukes Mill to create a beautiful and restful outdoor space. No need for another town centre supermarket. New supermarket should be situated near Abbotswood/Braishfield Road.
The two areas are valuable for their open aspect and views across town and towards the wooded bypass, which should be kept open and not built upon. An enhancement scheme for the stream could be devised without the major developments suggested which are out of keeping with Romsey.
There are too many variables displayed at the moment in these draft proposals. A true masterplan is the definitive imprint of the design for the future development of the town in terms of buildings, spaces, landscaping and circulation/movement. I hope the next stage will see emergence of a comprehensive definitive plan.
This 'masterplan' betrays the fact that the 'planners' do not live locally. They do not take into account the fact that thousands of us live without a car and rely on public transport. We are all supposed to be taking more exercise - better for us and the environment. You should have included details about the 'short', 'medium' and 'long' term 'masterplans'

APPENDIX B | EMAIL COMMENTS RECEIVED

The most important issues for us are (1) Romsey must retain its bus station as it is the hub for bus services with Salisbury, Southampton, Eastleigh, Winchester, and Totton. Buses should not be expected to park along Broadwater Road thus causing congestion to traffic flow - Southampton, without a bus station is a good example of poor traffic management and flow. (2) Romsey must have a replacement hall for the loss of the Crosfield Hall.

Thank you for making copies of the medium and long term maps. It is much easier to make comments with a map to study at a table rather than on a display board. Also, thank you for your patience when I combusted with a team member over bus stops. Apologies!

Here's where I'm coming from in regard to my comments about bus transport.

Romsey is divided by a barrier – the north south railway line from Salisbury to Southampton, further aggravated by the line from Romsey to Chandler's Ford. The number of residential dwellings currently (11/03/2020) in Romsey is 8445 of which 2215 are to the west of the north-south rail line and 6230 (73%) to the east. To this east-side figure must be added the Whitenap homes and more being built along Cupernham Lane – in excess of another 1000 homes. It is very unlikely that these people would catch the bus into Romsey Town centre to walk to the Railway Station!

That said it is very important to the town's prosperity that these families do come into town regularly (not just to shop at Waitrose and Aldi). The town cannot accommodate all their cars. Already the town's provision of parking has not grown at anything like the same rate as the number of homes built recently¹.

Ease of walking, pushing a pram, riding a motorised wheelchair, cycling and bus transport into town are all key to residents using whatever facilities are provided at a rejuvenated south of town centre.

Bus circulation options.

Of the three suggested options, the third is the better one but still not the best. The interim options are untenable since they do not set passengers down close to the town centre. Option 3 has the bus stop access to town via the narrow Stirling Walk. Today's drop off is close to a much wider route between Boots and Bradbeers and also closer to the town centre.

Fundamentally the problem is the new building (1, 2 and 3) on the following figure A which are too far north within the space. I applaud the 'opening out of the vista by the stream' but why cram buildings, residential or otherwise that far north in the space? Put those buildings further south and west within the space (areas 5 and 6 in Figure A). Make an open pedestrian area where building 1 is located and run the bus route more to the west side of building 3. Make the bus stops to the west and north of building 3. That way they will be closer to the town centre, possibly as close as the #66 and #4 stops are now. I'll suppose that you do not wish to have buses parked in this area, but there must be enough room for a bus to reach a second stop while one is still loading at the 1st stop. Look how wide the road is now by the two existing #66 and #4 stops. It doesn't have to be tarmac but a sufficiently stable but smooth sur-ace that supports a bus but is easy for pedestrians and wheel chairs to cross is required. Build it so that it is clear that the bus in coming into pedestrian space and should not stay long.

Tourism is an important part of Romsey's future. Where will you permit coaches to drop off their passengers prior to going to park at the Rapids (near the public toilet perhaps)?

Where have the public toilets gone? Mundane I know, but increasingly important to the aging demographic using buses to get to town. Do not remove them – put them inside building 3!

Staging the development in this area without disrupting the bus drop off will be challenging so has to be agreed early on. The traffic circulation routes must be agreed before rebuilding starts.

Continued over page.....

¹ See Romsey parking discussion in Romsey Future Infrastructure Work Stream Report V1 dated 4th November 2019 paras 6.66 to 6.70.

Figure A Bus Circulation

Public car parking and access from the By-Pass Road Is the public parking adjacent to spaces 2, 3 and 4 multiple story? If not, why not? Take the opportunity to put in at least one deck with commercial premises above to help offset the cost. Also, while there appears to be access to Aldi's relocated car park directly from the Romsey By-Pass Road, why is there no vehicle access continued past Aldi to the public parking to the north? Bring cars and buses in off the bypass with in and out access to Aldi car park and the public carpark. Make the eastern end of Broadwater Road a pedestrian and cycle path area. BTW, I am in favour of Aldi being where proposed and access from By-Pass Road. Just go the whole hog and take some of the load off of Palmerston Street. Ideally make Palmerston Street exit only southbound and give a traffic lane over to cycle lanes incoming from the east along the north side of By-Pass Rd. Incidentally it is not clear how one drives to the ends of Bell Street and Middlebridge St. While I would encourage non-Abbey Ward residents not to drive there, people who live in that area and delivery vans need still to get to the Hundred by car. I assume access is via the western end of Banning St. which probably should continue to be two way from the point where the road in from By-Pass road meets it. See Figure B.

Figure B Suggested alternative Bus and Car circulation

Crosfield Hall

Clearly the building providing these facilities has been moved. In one way this is good news. When the Crosfield Hall has a Saturday function, such as the recent Railway Modellers Exhibition, then the valuable parking space is used by railway modellers and their visitors so displacing regular Saturday visitors and shoppers to Romsey.

The existing hall has a useful range of rooms of varying sizes; this should be provided at the new location allowing community users to rent an affordable sized room for their needs. If you wish to attract long term regular users, such as a Camera Society, then make space available for them to store their 'kit'. Such societies often need, for example, display frames that they erect on the venues' six foot tables. Being able to store this on site is a great benefit and will attract community society users. Such meeting accommodation, with storage, and adequate parking is very hard to find.

Cycling

Cycle access from the By-Pass Road to town is important as this will be one of the main routes to town from the east and south (Whitenap). There must be a plan for more cycle racks of the 'inverted U'3 shape for safe parking of cycles at Aldi and adjacent to the building 1 area. Cyclists like to get as close as possible to their destination, like everyone else. Failing that they need sturdy, secure and safe cycle parking with adequate lighting and surveillance.

I am impressed with the Masterplan and would not suggest any change. It was interesting speaking with the Planners and Consultants at the recent event at The Town Hall. An opportunity that was well received by my brother and I - both in our mid-sixties. It was also interesting to hear the thoughts of other rise-dents! The view that I would take is that you have the balance and vision about right. It looks a good plan with sound objectives and logical reasoning.

My view is that it all cannot happen soon enough! Particularly the redevelopment of the "Aldi" area, the green space in front, re-provision of bus station/stops and some decent public toilets etc. I listened to people complaining about lack of parking whilst, at the same time wanting things like badminton facilities to help reduce obesity! Interesting - perhaps try walking! Providing facilities for just a few to use is not on either. We need to use space for bigger group activity. More later.

On parking, what I would say is this. Genuine disabled space is essential. Perhaps consider something that my old Borough in London has done for over 60's that are not disabled, but struggle in tight spaces to access vehicles and maybe cannot walk too far. London Borough of Hillingdon has a "Brown Badge" Scheme. This is specifically reserved spaces for the over 60 residents who can apply for a Brown Badge. Specially allocated spaces - with wider gaps marked between them, are provided for use, nearer to facilities and perhaps close to normal disabled bays. The difference is that the Brown Badge holder still has to pay for parking but easier access is provided. Use of Aldi space. I did say this to the Planners & Consultants at the time.

Continued over page

With an older demographic and increasing urban development all around Romsey, it is important to recognise the need for increased provision of aspects of Group exercise. It is good mentally as well as physically. Things like Yoga and Pilates are increasingly popular with all ages. Provision of good facilities for this type of group exercise, in a central location, are essential. Romsey Rapids is an issue. Whilst the facility is OK, it is dated. There comes a point where it is not financially viable to keep throwing money at something to attempt to keep up with modern demands, and acceptable plant infrastructure. In addition, and critically, housing Development to the North/North East of Romsey is increasing - and so is the walking distance to the Town Centre. Romsey Rapids is becoming increasingly too far for a comfortable walk, or cycle, - which is what we are trying to encourage. In addition, its facilities for group exercise and certainly the provision of it, are far too limited both by number of classes and the times that they are available. The cost of membership for pensioners is also prohibitive. There are also no sauna and steam facilities etc. The opportunity is now with us to develop a far better facility for this type of activity in the Town Centre to supplement the Rapids offering. Perhaps use another operator - such as Greenwich Lei-sure (Better), as an example. Again, harping back to my previous location in London, I used a Council facility, operated by GLL (Better) for just over £20 per month - I believe it is now about £300 per year unless you do a deal locally. This is for off-peak senior membership and includes all classes and a very good pool, sauna and steam etc. The class timetable runs numerous classes and is always rammed from early morning through to Lunchtime and a little beyond and then from late afternoon until close. It is the price it cheap and stack it high approach and it clearly works. I am not suggesting providing another pool at the Aldi site, but it would be good. Taking an overview, my view is that the provision of large scale open studios for group exercise, shower, sauna and steam facilities, and a reasonably equipped cardio gym would be good. It is not necessary, and I would avoid, the provision of anything other than very light free weights provision. This is not the aim of such a facility, and would be targeted at a very different large group of attendees. This site could also offer supplementary entertainment and cafe/restaurant facilities to supplement the Town Centre - perhaps some healthy option-type eateries. i.e. come along, preferably walking, have some group exercise, be it Yoga, Pilates, spin, dance-type classes etc. Maybe a sauna and or steam, meet up for a bite to eat or drink after etc. Happy people, kept healthy mentally and physically. Coupled with the superb location and facilities that Romsey and surrounding areas offers and it is a good package.

The area outside the current Aldi area, as a green space could offer much further recreational use. Not only seating and the obvious attraction of planted areas, but further opportunity for open area exercise. This type of facility again allows individuals or small groups to exercise and socialise at times and in group size to suit individual taste. e.g. put in a comprehensive outdoor gym - but, unlike the limited offering in Memorial Park, include more equipment and put it on an all-weather surface such as 3G.

Looking at your CGIs for the Bus Stops, I would replicate some of this in this green area. The sails could be utilised in a number of sizes and locations to perhaps cover the external exercise equipment, or part of it. Other sails could cover seating areas. Yet more could provide covered shelter for the "Fitness Centre" to run outside Yoga and Pilates, or Stretch classes when the weather was OK. This type of facility cannot be under-estimated for general well-being. It is fun and its very visual impact creates and encourages others to want to join in.. You can probably tell that I like this type of activity and, although now 68, I am still a qualified Fitness Instructor and Personal Trainer. Battered by a lifetime of high impact sport, but it is still good to try and beat the inevitable effects of all this and age. I truly believe that this type of facility - and the introduction of competition between fitness operators would be an overall winner for all. Comment was made, in discussion at the Town Hall event, by one or two other residents, that there are already odd classes being run at various local small rooms/facilities dotted around. This is true. However, they are expensive - both from a hire perspective of people wanting to run classes, timings and availability, and they usually have no other facilities available such as showers, steam, sauna, recreational space, cafe type facilities etc. It is an out-dated way of provision and does not encourage greater numbers to become involved and participate. It is all hidden away and gets little public exposure. I am more than happy to become involved in further discussion as you feel appropriate. Romsey is a superb place to live and has much to offer. This is a fantastic opportunity to make it better and, with the impending large scale housing currently proposed on the South side (Whitenap), this could further serve to buffer the additional loading on this beautiful old Market Town. It would certainly complement it - in my humble opinion!

Having been out of circulation through ill health recently, the first I saw of the proposed Town Centre redevelopment was the article in the Romsey Advertiser on 7th February.

Coming from a background of both a resident within the retail catchment of Romsey and as a developer, investor and asset manager of commercial property, I have the following observations on what I accept is still only at a conceptual level of design:

1. A development that effectively detaches the Market Place and The Hundred from the new development has the propensity to irreparably damage the Town Centre. This is brought in very sharp focus when looking at the history of the Brooks Centre in Winchester. That development has damaged Winchester City Centre, whilst in itself generating a poorly performing, verging on moribund, retail asset with low value retail and high vacancy rates. This is going to be doubly problematic for the City given the Administration of Beales.
2. When Waitrose moved to their new store, my company made overtures to Waitrose regarding a purchase or lease of their former store. Our intention was to create a concourse between The Hundred and the rear car parks to be flanked by 'pop-up' retail units, before the phrase became popular, the intention being to provide a semi-permanent Farmers and Artisans Market. Our approaches to Waitrose were re-jected on the basis that the Planning Consent for their new store required that the former store had to be used by another food retailer, albeit we believe we might have satisfied such criteria.
3. I suspect it was in everyone's contemplation that a replacement food user for Waitrose at the original The Hundred store would provide an active frontage to The Hundred, encouraging trade in both The Hundred and Latimer Street. It is certainly not in my contemplation the reversal of the store in the manner Aldi adopted. The effect of that has been to significantly reduce the attractiveness of the retail environment in the lower part of The Hundred with commensurate reduction in footfall.
4. A not only viable, but vibrant connection has to be created between The Hundred and the Market Place or any new development or existing town centre will suffer at the expense of the other. This link and in-deed its location, is essential to maintain the vitality of the existing town centre. As above, the gravest danger is that the development and existing centres hurt each other creating an unsatisfactory and downgraded shopping offer in Romsey generally.
5. With the current number of empty retail units in Romsey, to which one should probably add the majority of Charity shops being used as a void rate mitigation device, it is difficult to see how there can be a sustainable future for the volume of additional retail accommodation proposed.
6. To create proper connectivity TVBC might perhaps contemplate a CPO of sufficient property in The Hundred to give direct connectivity through to the area of the Bus Station and car parks. Indeed, albeit highly unlikely, the best option might be a CPO of the Boots store creating a concourse from the junction of The Hundred and Market Place through to the Bus Station and benefiting at the same time from frontage to the Bradbeer development, for which I have to compliment Greg Davis and his team.
7. On the assumption that Aldi are proposed as an anchor within the new development, could terms be similarly agreed with Boots that would render a buying in of their existing premises viable?
8. A second best option to the above might be the adoption of our previous concept for creation of a concourse with pop-ups through the existing Aldi unit.

These are my thoughts, with no interest, nor seeking such, on the part of my businesses. It is, however, important to learn the lessons of the past and not repeat the mistakes made in Winchester.

Please ensure that new/refurbished buildings and street furniture reflect the traditional 'market town' aspect and avoid, too modernistic styles; so many revamped town centres look identical to one another! I think the sketch on the front of 7 Feb 2020 Romsey Advertiser could be anywhere in Europe! The only Romsey identification is the top of the Abbey. Please ensure street lighting is down-lighting where possible to minimize impact of our (lost!) dark skies Consider a 'park and ride' shuttle scheme - perhaps in place of some of the proposed mass housing at Whitenap/Ashfield.

I note that your site Romsey Future shows pictures of Romsey as it was before the recent disastrous lay-out costing throwaway millions was adopted. The result is a dangerous and useless area. Why can you not just leave things alone and concentrate on making good the existing market town. Why is it people get a little bit of power and think that their ideas are the right ones.... there was no way you were going to listen to the lobby that wanted it left alone! Now here we go again another disaster in the making with these new plans. Let's get some basic points set in stone.

We need a Crosfield Hall in the town centre where it is, spend money upgrading the existing building! Leave bus station where it is it gets people right smack bang in and out of town from the centre of town... Especially as we are all being encouraged to use public transport. Car parking is a complete rip off in Romsey, buy up the old brewery site, turn into a big car park for local people and people who work in Romsey. Make it only to be used by local people, put in number plate recognition cameras to ensure correct people use it. Those living in a 5 mile radius free, others as your usual exorbitant pricing system. Think for the people not just for what your council committee people want and think they will be remembered for... Because the committee so far is only remembered for a disastrous town centre.

APPENDIX C | STAGE 1 CONSULTATION IDEAS REGISTER

South of Romsey Town Centre Masterplan

Ideas Register

February 2020



	Idea	Within scope of Masterplan?	Realistic / deliverable?	Included?	Rationale
1	Provide more car parking	Yes	No	No	The options propose to re-provide the existing amount of parking spaces in consolidated car parks, in order to allow more efficient use of space, and to provide additional land uses and public spaces. Providing more car parking would not be consistent with the sustainability objectives of the Masterplan or the recommendations of the Citizen's Assembly. Providing consolidated car parks is also expected to help reduce congestion within the Town Centre.
2	Move Crosfield Hall	Yes	Yes	Yes	The medium term Masterplan option includes the re-provision of the Crosfield Hall facilities in combination of locations, including: <ul style="list-style-type: none"> • a new 'community hub' within the proposed bus station development; • in existing facilities in the town that are not currently being utilised to their full potential, including the Town Hall and the British Legion; • the Masterplan team is also exploring options to provide a larger 'hall' space at the Rapids. A priority for the Masterplan is ensuring that all community spaces are flexible and accessible, which was a key theme to come out of the first stage of consultation.
3	Provide more greenery and green space within the area	Yes	Yes	Yes	Providing more greenery within the area is a key component of the Masterplan.
4	Improve the area around Dukes Mill	Yes	Yes	Yes	Improvements to the waterway and the area around Dukes Mill is a key component of the short term option.
5	Provide a better range of shops	Yes	Yes	Yes	Provision of new, high quality, retail and leisure floorspace is included within the Masterplan proposals. We expect this high quality floorspace to attract contemporary retailers and a bigger diversity of stores.
6	Provide a multi-storey car park to assist with car parking pressure	Yes	Yes	Yes	The medium term Masterplan options propose a lightweight decked car parking structure on the Crosfield Hall site. Similarly, the long term options incorporate a lightweight decked car park on the existing Aldi car park site. These structures are proposed as they would be easy and quick to construct, would be made of materials that can be recycled, and would be able to be dismantled in the future.
7	Move the bus station	Yes	Yes	Yes	While it is not proposed to move the bus station in its current format, the bus stops are proposed to be re-provided along Broadwater Road in the first instance.
8	Incorporate areas for pedestrians only	Yes	Yes	Yes	One of the key focusses of this Masterplan is to prioritise pedestrians and cyclists, and therefore parts of the Masterplan area area proposed be pedestrian only.
9	Improve the layout of the existing bus station	Yes	Yes	No	Rather than improving the existing facilities, the Masterplan has opted to redevelop the site, and re-provide the bus services and facilities elsewhere.
10	Address traffic issues	No	No	No	While the Masterplan can make recommendations to influence congestion, the Masterplan is not the tool to deal with traffic issues specifically.
11	Retain and enhance Romsey's historic character	Yes	Yes	Yes	The Masterplan proposals are designed to retain, complement and enhance Romsey's historic character.
12	Overarching improvements to the whole area are required	Yes	Yes	Yes	This idea has become a key focus of the Masterplan, and overarching improvements are proposed.
13	Provide a cinema as part of any new development	Yes	No	No	This idea was tested but found unlikely to be commercially viable. This does not preclude a cinema from being included as part of the development in the future.
14	Provide shops and commercial spaces that are aimed at younger people	Yes	Yes	Yes	The provision of new, high quality retail, leisure and commercial floorspace that is flexible is included within the Masterplan. We hope that this may attract contemporary retailers and businesses that will be attractive to younger generations.
15	Redevelop the Crosfield Hall site	Yes	Yes	Yes	The Masterplan proposals incorporate redevelopment of the Crosfield Hall site.
16	Leave the bus station as is	Yes	No	No	The bus station site is a key piece of the puzzle, the development of which will unlock other improvements in the wider south of town centre area. The consultant team is very aware that all services must be re-provided without having a negative impact on users.
17	Provide additional short term parking	No	No	No	Controlling the length of stay for car parking is outside of the scope of the Masterplan.
18	Improve pavement across the whole area	Yes	Yes	Yes	Within the Masterplan area, improvements to public realm and therefore pavements, is proposed.
19	Make more of the waterways throughout the Masterplan area	Yes	Yes	Yes	The existing Fishlake Stream and Tadburn Lake are natural assets that are not currently utilised to their full potential, and their improvement is a key component of the Masterplan proposals.
20	Make parking cheaper	No	No	No	Providing cheaper parking is outside of the scope of the Masterplan.
21	Provide a new supermarket	Yes	No	No	There is not scope within the Masterplan are to provide an additional supermarket.
22	Provide a cover over the bus station	Yes	No	No	The bus station site is a key piece of the puzzle, the development of which will unlock other improvements. The consultant team is very aware that all services should be re-provided without having a negative impact on users. Future development will incorporate covered bus stops.
23	Improve the provision of public transport services	No	No	No	While a key part of the Masterplan is making improvements to the accessibility of the area, the improvements to public transport services is for the public transport providers to manage.
24	Swap the bus station with Crosfield Hall	Yes	Yes	No	While this idea has not been included in whole, elements of it have been in that some community facilities currently provided in the Crosfield Hall would be provided in the new bus station development.

	Idea	Within scope of Masterplan?	Realistic / deliverable?	Included?	Rationale
25	Provide areas for outdoor seating	Yes	Yes	Yes	Provision of outdoor seating is a key part of the short and medium term proposals.
26	Provide more restaurants	Yes	Yes	Yes	The Masterplan proposals include provision of floorspace for flexible food and beverage spaces with outdoor dining areas
27	Make improvements to Crosfield Hall	Yes	Yes	No	Making improvements to Crosfield Hall has not been incorporated into the Masterplan proposals. Instead, the Masterplan proposes to reprovide community facilities in the new bus station development and in other locations in the town centre.
28	Provide free parking	No	No	No	Providing free parking is outside of scope of Masterplan.
29	Less charity shops	No	No	No	While the Masterplan cannot stop additional charity shops setting up in Romsey, the provision of modern and flexible new floorspace in the Masterplan proposals is expected to attract the likes of contemporary retailers rather than charity shops.
30	Provide an underground car park	Yes	No	No	The topography of the area is such that developing an underground car park may cause major damage to the water table.
31	Provide independent shops as part of the Masterplan	No	No	No	While providing independent shops is outside of the scope of the Masterplan, the proposals do ensure that the retail and leisure units provided will be flexible, thereby being attractive to independent retailers.
32	Provide a children's play area	Yes	Yes	Yes	While the Masterplan has not dedicated a specific area as a 'child's play area', the overall improvements that are proposed to the public realm will result in public areas that children will be able to play with good opportunities for natural surveillance.
33	Retain the facilities provided in the Crosfield Hall	Yes	Yes	Yes	The facilities that are provided in the Crosfield Hall are valuable to the local community so it is important that these are either reprovided or a new home is found within the existing facilities within Romsey.
34	Reverse the entrance of Crosfield Hall so it faces Broadwater Road	Yes	No	No	Reversing the entrance to Crosfield Hall would require complete remodelling of the internal layout of Crosfield Hall, and while this may be possible, it is unlikely to be feasible in the short term.
35	Provide free parking after 4:00pm within the town centre	No	No	No	Providing free parking is outside of scope of Masterplan.
36	Do not include provision for a multi-storey car park	Yes	No	No	In order to deliver a range of uses and reprovide the existing amount of car parking, a decked car park is proposed as an option. This car park is proposed to be constructed of light weight material and be screened by vegetation to improve its outlook. The car park would not be constructed of concrete.
37	Encourage employment opportunities within the town by providing commercial space	Yes	Yes	Yes	Provision of new, high quality retail, leisure and commercial floorspace that is flexible and may attract contemporary retailers and businesses is proposed, and is therefore expected to generate job opportunities for local people.
38	Provide more disabled parking	Yes	Yes	Yes	Provision for an appropriate proportion of disabled parking to be referenced in the Masterplan.
39	Provide more housing within the Masterplan area	Yes	Yes	Yes	Provision of additional housing is a key component of the Masterplan's medium term option.
40	Implement a park and ride	Yes	Yes	Yes	While implementing a park and ride is out of scope from a physical perspective, it is something that can be referenced within the Masterplan text and is in line with the Masterplan objectives around accessibility and prioritising sustainable modes of transport including pedestrians and cyclists. The most obvious local for a park and ride (or stride), is at the Rapids.
41	Public toilets needed	Yes	Yes	Yes	All existing facilities will be reprovided and improved in the new bus station development in the medium term option.
42	Improve signage and wayfinding	Yes	Yes	Yes	Improving signage and wayfinding throughout the town centre is simple way to improve a visitors experience and this is a key component of the Masterplan.
43	Develop the Brewery site	No	No	No	Whilst development on the Brewery site would benefit the Romsey community, the site is not within the remit of the Masterplan.
44	Find more uses for Crosfield Hall	No	No	No	Finding additional users for Crosfield Hall is outside of the scope of the Masterplan.
45	Provide public information about Crosfield Hall so that people know about events	Yes	Yes	No	Not included in Masterplan as alternative option for Crosfield Hall included. However, moving forward the Council could look to improve their advertising of local events through other mediums such as on their Council or on the Romsey Future website
46	Incorporate a medical centre	Yes	Yes	No	While it is not specifically proposed at this stage, it may be possible that a medical centre could take up one of the new units within the proposed new development.
47	Provide a Marks and Spencers as part of the Masterplan proposals	Yes	No	No	It is unlikely that there would be demand for a third supermarket within Romsey.
48	Reinvigorate the Romsey Market in the town centre	No	No	No	While the Masterplan does not specifically reference the market, it is likely to be positively impacted by the wholesale improvements proposed for the area which should result in an increase in visitors.
49	Create a community hub with a focus on the arts	Yes	Yes	Yes	Option to include a community hub within the medium term bus station development, which could have a focus on the arts in the future.
50	Ensure there is provision for electric car charging	Yes	Yes	Yes	Provision for an appropriate proportion of electric vehicle charging points to be referenced in the Masterplan.
51	Ensure that car parking at Crosfield Hall is protected	Yes	Yes	Yes	The Crosfield Hall site is proposed for a decked car park in the medium term and a new Aldi supermarket with car parking in the longer term. There will be no net loss of car parking. Therefore, while the car parking will not be kept in its existing form, parking spaces will remain available.
52	Retain Bradbeers	Yes	Yes	Yes	Bradbeers is proposed to be retained.
53	Improve Crosfield Hall so that it is more flexible	Yes	Yes	No	Not included, as proposal is instead to redevelop Crosfield Hall site, and where possible include reprovion of facilities in the new bus station development and in other locations in the town centre.
54	Provision of a new GP	Yes	Yes	No	While it is not specifically proposed at this stage, it may be possible that a GP could take up one of the new units within the proposed new development.
55	Include provision for a food bank in any new development	Yes	Yes	No	The Masterplan does not make specific reference to a food bank as part of its proposal, however this does not preclude a food bank being incorporated in the future.
56	Provision for a Farmer's Market in the town centre	No	No	No	While the Masterplan does not make reference to a Farmer's Market, this would not preclude a Farmer's Market from being held in the Masterplan area in the future
57	Incorporate an icerink	Yes	No	No	This idea was explored but found to not to be commercially viable.

	Idea	Within scope of Masterplan?	Realistic / deliverable?	Included?	Rationale
58	Do not change the area	Yes	No	No	Changes are proposed through the Masterplan to ensure that improvements to the area can be made in line with Romsey Future objectives.
59	Provide uses other than housing	Yes	No	No	A mix of uses is proposed.
60	Do not pedestrianise any more parts of the town	Yes	Yes	No	With one of the key focusses of this masterplan being prioritising pedestrians and cyclists, parts of the Masterplan area would be pedestrian only.
61	Provide an outdoor gym	Yes	No	No	While an outdoor gym fits in with the overarching objectives of the Masterplan, there is not enough space within the Masterplan area to include it.
62	One way system	No	No	No	Providing a one-way system is a wider highways issue for the Council and County Council to consider.
63	Provide a youth centre as part of the any new development	Yes	Yes	No	While no explicit mention of a youth centre is made, this could be incorporated into the bus station redevelopment where a 'community hub' is proposed
64	Make the public spaces more attractive	Yes	Yes	Yes	This is a key component of the Masterplan
65	Provide improved community facilities	Yes	Yes	Yes	Improved community facilities provided as part of the medium term option, in a 'Community Hub'. This was a specific recommendation from the Citizens' Assembly. Outside of the physical provision, the Masterplan would make reference to an audit of existing community facilities within the town centre which are not currently utilised to their full potential, and for a potential larger 'hall' facility the Rapids.
66	Ensure that any future development matches the existing form of development	Yes	Yes	Yes	Important that any future development respects the existing historic setting and character of Romsey.
67	Ensure that cyclists and pedestrians are given priority in the future	Yes	Yes	Yes	This idea has become a key focus of the Masterplan, helping to make the area less car dominated.
68	Provide residential development on brownfield sites rather than greenfield sites	Yes	Yes	Yes	Residential development is proposed as part of a mixed use development on the bus station site, which is a brownfield site.
69	Provide water fountains to allow people to fill water bottles	Yes	Yes	Yes	Provision of water fountains through Romsey including the Masterplan is an idea that is consistent with the wider priorities and can be mentioned in the Masterplan report.
70	Incorporate affordable clothes shops in any new development	No	No	No	The provision of new, high quality retail, leisure and commercial floorspace that is flexible is included within the Masterplan. We hope that this may attract contemporary retailers and provide something for everyone. The Masterplan cannot identify the specific stores that will take up those units.
71	Provide affordable retail units	No	No	No	The provision of new, high quality retail, leisure and commercial floorspace that is flexible is included within the Masterplan. We hope that this may attract contemporary retailers and provide something for everyone. The Masterplan is not able to specify rent as this would be controlled by the market.
72	Provide a budget hotel	Yes	No	No	While this option was investigated and it was found that there may be demand, other uses were prioritised for the bus station development. This does not preclude the development of a hotel in the town centre in the future.
73	Provide a conference centre	Yes	No	No	This idea was explored, but was found to not be commercially viable in the space available.
74	Provide a cultural centre	Yes	Yes	No	While a cultural centre is not explicitly referenced in the text of the Masterplan, there are various spaces within the Masterplan proposals that could incorporate a cultural centre if it were deemed feasible in the future.
75	Provide enhancements to the church	No	No	No	As there is no church within the Masterplan area, this idea is considered to be out of scope.
76	Keep Romsey Town Centre car free	No	No	No	Whilst this would certainly meet the sustainability outcomes of the Masterplan and the Citizens' Assembly, it is not within the remit of the Masterplan to make the whole Town Centre car free.
77	Convert excess shops to residential units	No	No	No	This idea is outside of the scope of Masterplan.
78	Provide a space for events	Yes	No	No	The Masterplan would recommend an audit of existing event and community spaces which would include spaces for events.
79	Encourage the use of Rapids and make improvements	No	No	No	While the Rapids is located outside of the Masterplan area, the Masterplan can point towards the Rapids as being a location for additional facilities to be located. It is also proposed to improve the pedestrian and cycle access between the Town Centre and the Rapids.
80	Provide a footbridge over the Bypass	Yes	Yes	No	While the Masterplan makes reference to improvements to the wider walking and a cycling network, the Masterplan does not explicitly identify a footbridge over the Bypass as being the solution at the current time. However, this does not preclude the potential future installation of a footbridge.
81	Make sure all future restaurants are of a high quality	No	No	No	While identifying the type of future restaurant is outside of the scope of the Masterplan, the proposals do ensure that the retail and leisure units provided will be flexible, thereby being attractive to retailers who can offer a high quality service.
82	Link to train station	No	No	No	Improving signage and wayfinding throughout the town centre is simple way to improve a visitor's experience - this will include improvements to the link from the town centre to the railway station.
83	Provide a new community building as part of the masterplan proposals	Yes	Yes	No	While an entire new community building is not proposed as part of the Masterplan, some community facilities, including a 'community hub' are proposed as part of the new bus station development.
84	No chain shops within the new development	No	No	No	Limiting specific stores is outside of scope of Masterplan.
85	Provide residents with a resident specific parking permit	No	No	No	This is an issue for the Council to address.
86	Include a swimming pool	Yes	No	No	While this idea was explored, it was found that provision of a swimming pool was unlikely to be commercially viable.
87	Town parking at the Rapids	No	No	No	While not explicitly within the scope of the masterplan, one of the ideas that has been considered is replacing some of the town centre car parking with parking at the Rapids, in a 'Park and Stride' arrangement.
88	Improve access to the Aldi ramp	Yes	Yes	Yes	Can be included as text recommendation, particularly where any new uses are proposed for the existing building.

	Idea	Within scope of Masterplan?	Realistic / deliverable?	Included?	Rationale
89	Improve access to the bus station	Yes	Yes	Yes	Access to the bus station would be improved in the short term. Redevelopment of the bus station proposed is proposed in the medium term and the bus facilities relocated to Broadwater Road, during which providing quality access would be a high priority.
90	Provide space for a bigger Aldi	Yes	Yes	Yes	During consultations with landowners, Aldi have indicated that they would benefit from having a larger store within the town centre. By allocating a site for a larger store, their existing store can be utilised for another use. Please see the long term options for further information.
91	Improve accessibility into Romsey	Yes	Yes	Yes	One of the key aims of the Masterplan is to improve accessibility through a range of measures and proposals.
93	Incorporate methods to encourage tourism within the town centre	Yes	Yes	Yes	By making wholesale improvements to the area, it is expected that tourism within Romsey will benefit.
94	Move taxi rank	Yes	Yes	Yes	The existing taxi rank will be moved as part of the development and reprovided in a convenience location.
95	Do not include provision of any additional supermarkets	Yes	Yes	Yes	The Masterplan proposal includes provision for a new supermarket building for Aldi as part of the long term Masterplan options, but not an additional supermarket.
96	Improve the area outside of Crosfield Hall	Yes	Yes	Yes	The proposals involve wholesale improvements to Broadwater Road to make the area more attractive and pedestrian focussed.
97	Provide better pedestrian links within the Masterplan area	Yes	Yes	Yes	With one of the key focusses of this Masterplan being prioritising pedestrians and cyclists, there are a range of interventions aimed at improving the experience for pedestrians and cyclists.
98	Romsey to be a destination of choice	Yes	Yes	Yes	By making wholesale improvements to the area, it is expected that tourism within Romsey will benefit.
99	Repaint road markings on roads	Yes	Yes	Yes	Road markings will be improved as part of the Masterplan proposals.
100	Redevelop the bus station but ensure the scale is appropriate	Yes	Yes	Yes	Redevelopment of the bus station provides an excellent opportunity to provide various facilities required in the town centre.
101	set clear objectives	Yes	Yes	Yes	Clear set of objectives / principles have been included.
102	Provide improved street lighting	Yes	Yes	Yes	The Masterplan options would incorporate provision of improved street lighting, with a particular focus on improvements for pedestrians and cyclists.

APPENDIX D | STAGE 2 CONSULTATION BOARDS

Romsey Future

South of the Town Centre Masterplan

WELCOME

Welcome to Stage 2 Consultation for the South of Romsey Town Centre Masterplan



Romsey Future is preparing a Masterplan for the area south of Romsey Town Centre, in conjunction with Test Valley Borough Council and specialist planning, design, property and heritage consultants.

Draft Masterplan options have been prepared following extensive consultation with the local community, businesses and landowners, all of which has shaped the options. The purpose of the Masterplan is to provide a clear and shared vision for future development of the area. It will establish clear objectives and priorities for action, and promote and guide future improvements and development over the next 10 years or so.

The purpose of this consultation is to showcase the draft options and invite further feedback from the public. All the ideas outlined are draft and subject to change, dependent on the feedback received.

We want to hear your views on the draft Masterplan. Please review the consultation boards, and provide us with your feedback by either:

- Visiting https://www.surveymonkey.co.uk/r/southofromsey_draftmasterplan
- Returning a completed form to the returns box at consultation events or emailing it to: romseyfuture@testvalley.gov.uk

Your feedback will help to inform the final Masterplan Report, which will be prepared and finalised in summer 2020.

Masterplan Timeline



Romsey Future

South of the Town Centre Masterplan

BACKGROUND

What is Romsey Future?

Romsey Future is an exciting project that aims to ensure the town's future as a vibrant and thriving market town, interacting with its surrounding communities.

Romsey Future sets out a long term vision for Romsey. It is an active partnership of many groups and organisations working together to build consensus and deliver on shared ambitions. We work together to deliver projects, to attract funding, and to guide future policies and strategies.

What is Romsey Future's Vision?

Our town, our future 2015-2035

Over the next 20 years, Romsey will become the place of choice for the residents of small towns and villages in Southern Test Valley to come together. Romsey will thrive and grow, new communities will emerge and more people will visit the town centre. The town will retain its character as a relatively compact historic market town closely related to the countryside around it.

Who is supporting this project?

In 2018, Test Valley Borough Council, on behalf of Romsey Future appointed Nexus Planning to lead a team, comprising Perkins & Will and Alan Baxter Associates, to undertake a wide-ranging innovative consultation exercise and to prepare a Masterplan for the area described as 'Land South of Romsey Town Centre'.

Who are Nexus Planning?

Nexus Planning is a town planning and regeneration consultancy with expertise in public sector consultancy across planning policy, town centres, community engagement and Localism based work. Nexus Planning has prepared a series of other Town Centre Masterplans including for Leatherhead, Caterham and Margate.

Who are Perkins & Will?

Perkins & Will is a global Architecture and Design firm of 2,700 creatives and critical thinkers providing integrated services in urban design and strategy, architecture, interior design, landscape architecture and more. Perkins & Will is committed to creating human-centered design through sustainability, resilience, well-being, diversity, inclusion, and research.



Romsey Future

South of the Town Centre Masterplan

CONSULTATION TO DATE

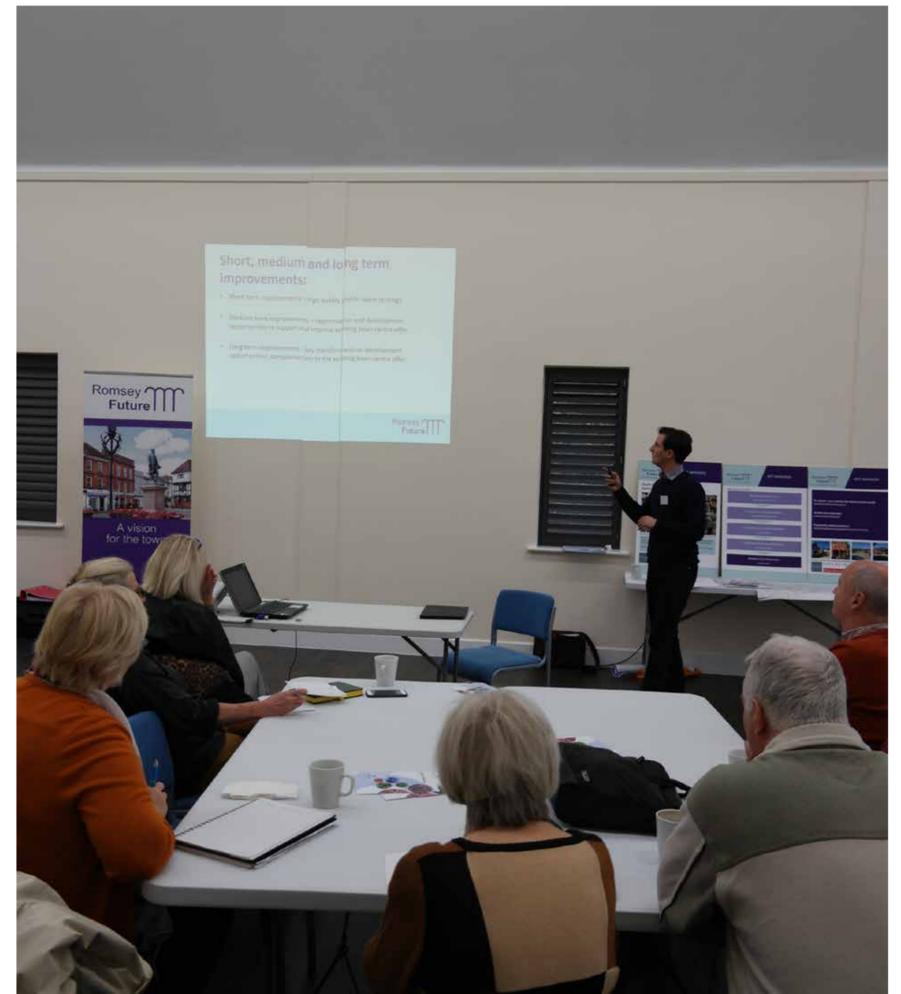
The first stage of consultation for the project was carried out in September and October 2018. Members of Romsey Future, as well as representative from the Council and the consultant team distributed consultation postcards at a series of consultation events. The postcards asked members of the Romsey community to record their ideas or priorities for the area. More than 200 responses were received. The consultant team also ran 'Walk and Talk Tours' of the area and held workshops with local schools.

We reviewed all the feedback received and the key messages were:

- o It is important that **car parking remains easily accessible** and available within walking distance of the town centre
- o The **character of Romsey must be retained** and complemented in any future development coming forward
- o The **waterway between Bradbeers and Dukes Mill is not currently utilised** to its full potential
- o **Existing community facilities made available for public use are valued**, including in the Crosfield Hall
- o A **better variety of shops** within the town would be supported by residents
- o **Better pedestrian links** throughout the whole of the area would improve the experience of anyone on foot
- o **More trees and greening** would help to improve the appearance of the area



In December 2018, a masterplanning workshop was held with members of the community to delve further into what the Masterplan could offer.



Romsey Future

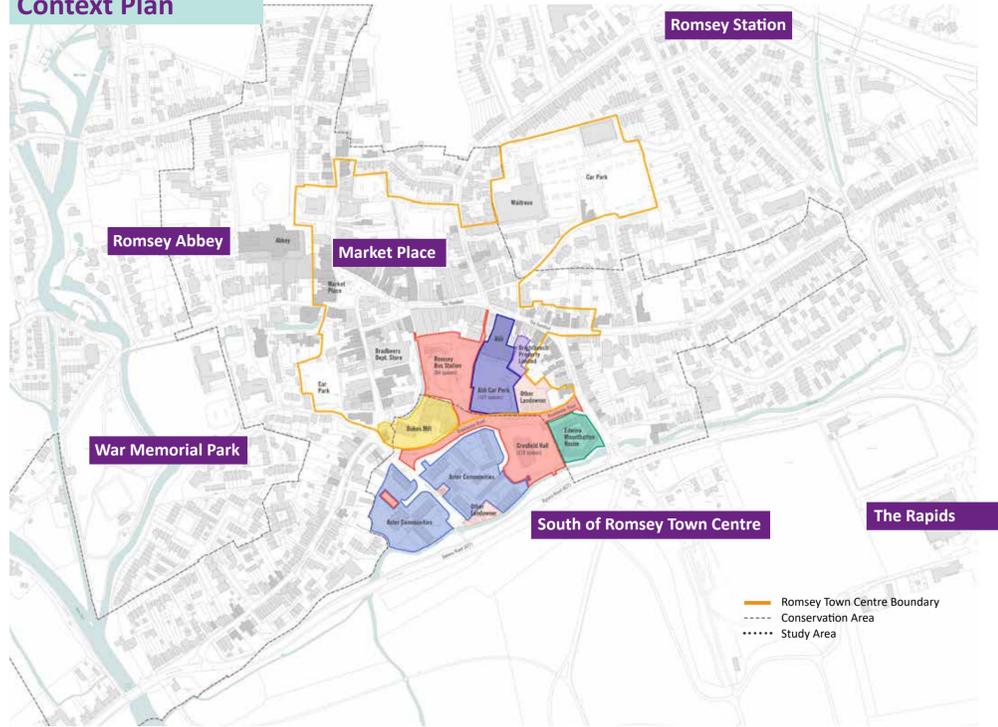
South of the Town Centre Masterplan

MASTERPLAN CONTEXT

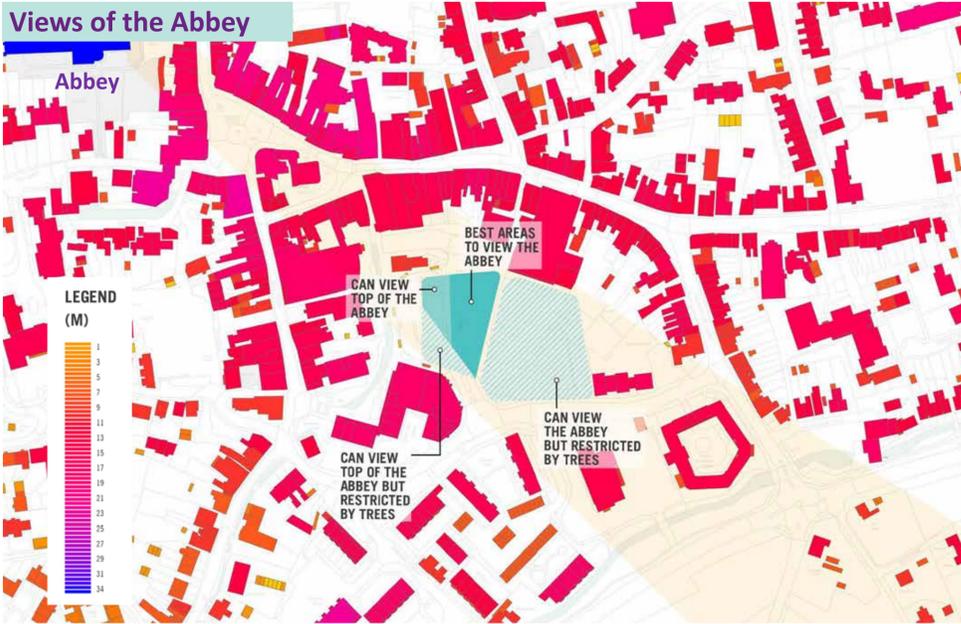
During Stage 1 Consultation, members of the community identified some opportunities and constraints that were of particular importance. These elements have helped to form the context for the preparation of the Masterplan options. The main considerations are shown below:

- Views of the Abbey
- Walking catchments
- Landscape features
- Townscape features

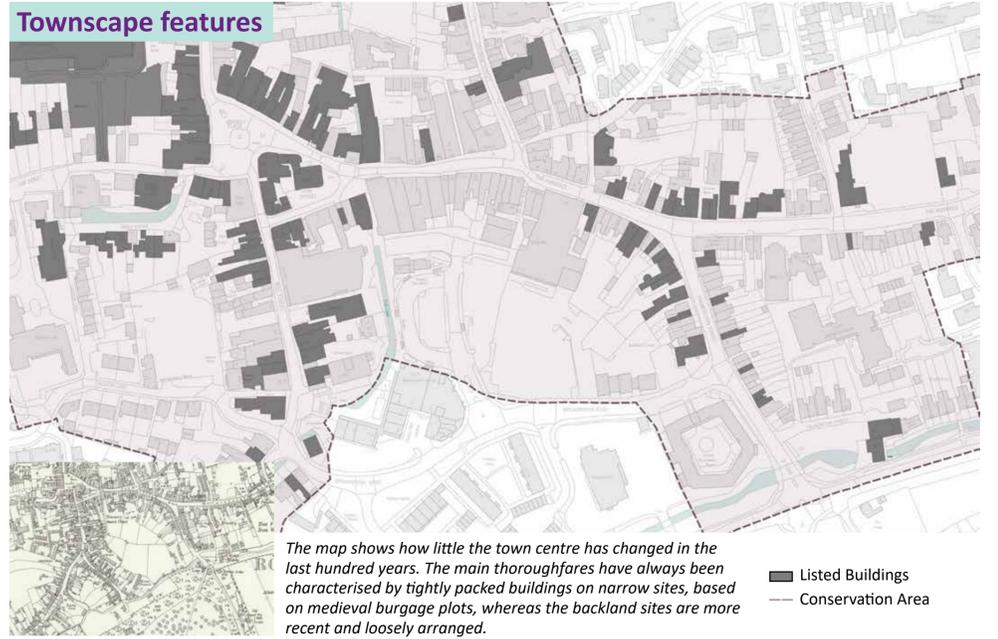
Context Plan



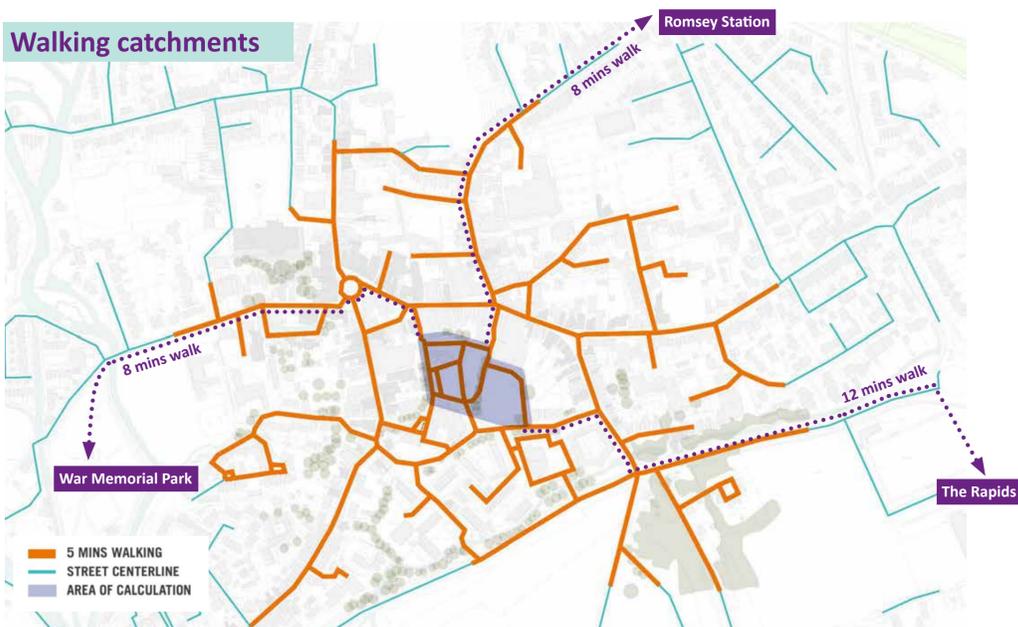
Views of the Abbey



Townscape features



Walking catchments



Landscape features



Romsey Future

South of the Town Centre Masterplan

CITIZENS' ASSEMBLY

In May 2019 the Government launched a pilot programme called Innovation in Democracy .

Test Valley Borough Council were one of three local authorities selected to arrange a Citizens' Assembly and the south of Romsey Town Centre was its focus. A representative group of 50 members of the public were selected to take part in the Assembly which was held in November 2019.

The Citizens' Assembly was asked: How do we improve the area around Crosfield Hall and the Bus Station to deliver the maximum benefit to Romsey?

The Citizens' Assembly recommendations were:

1. Make Romsey an **attractive, vibrant centre of excellence** including green spaces and wildlife corridors.
2. **More green spaces** in the area to enhance, protect and increase our natural environment, which includes wild animals and plants.
3. **Well planned, connected and accessible infrastructure** (including travel, access, public spaces, education, tech and business) with good flow for transport and pedestrians to encourage business and tourists.
4. **Improved transport infrastructure to encourage a sense of community** - with viable options for moving around.
5. **Community hub and green spaces** that bring people together (across generations).
6. **Design an integrated transport & parking plan** that includes walking, cycling, public transport and cars and think about all the different kinds of people coming into the town (accessible parking, but still encourage bus use, especially by younger people).
7. **Lots of things in town centre that are affordable and accessible for all** which everyone living in Romsey knows about and can take part in.



These recommendations are well aligned with the emerging Vision and Design Principles of the Masterplan.

Romsey Future

South of the Town Centre Masterplan

THE MASTERPLAN

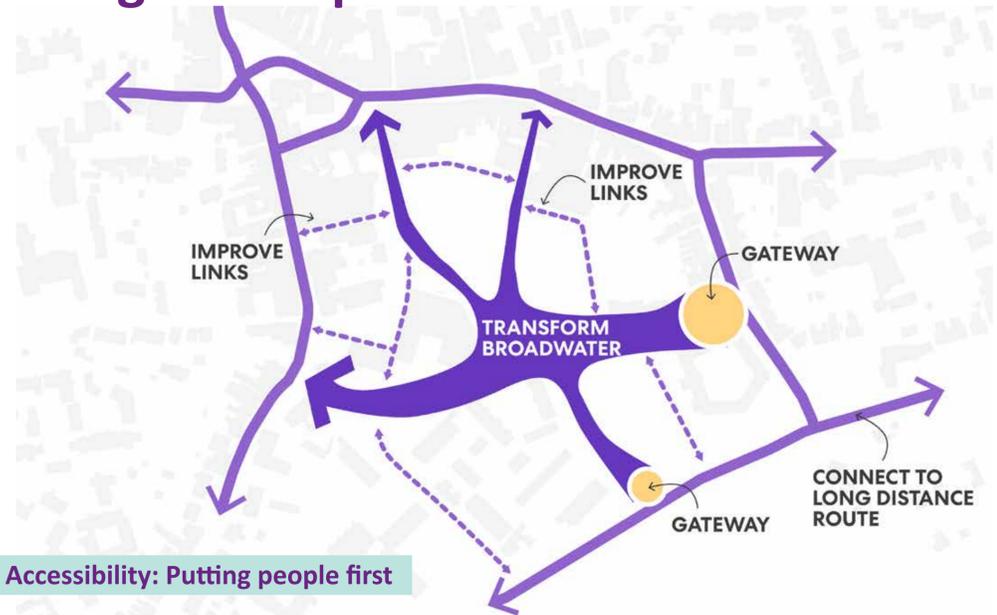
Our aim is to prepare a Masterplan that meets the needs of the community and is deliverable

Vision

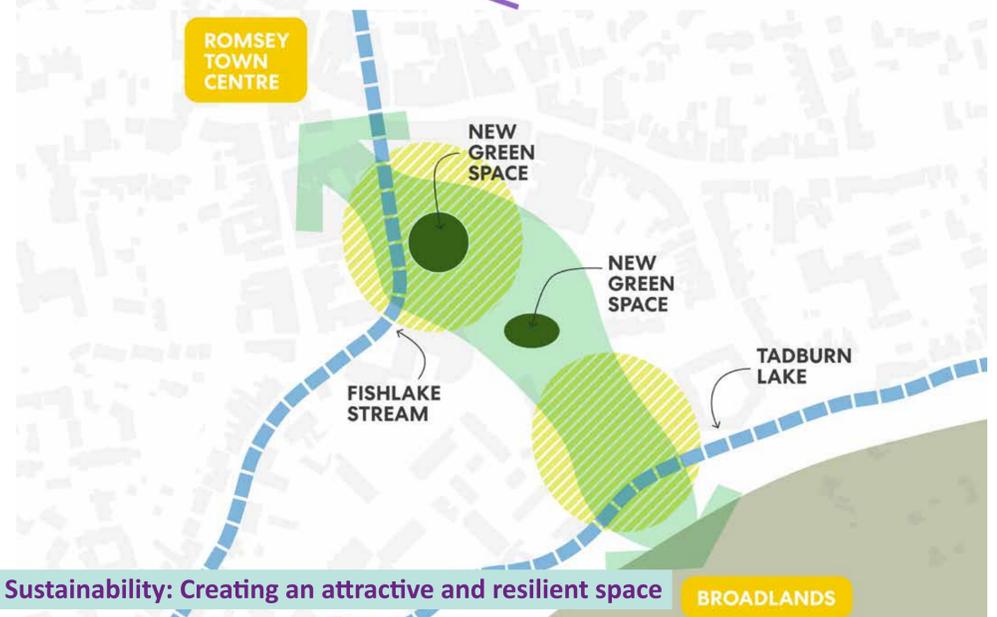
The area south of Romsey Town Centre will be transformed into an attractive gateway for Romsey, a place where historic character meets urban greening in an exemplar 'new quarter'. As well as playing an important role in terms of climate resilience and improved health and well being, the area will be designed as a place with people at its centre, with clear wayfinding and better pedestrian and cycle links in and out of the town. The Masterplan will reinforce Romsey's unique sense of identity, drawing on its heritage and community.



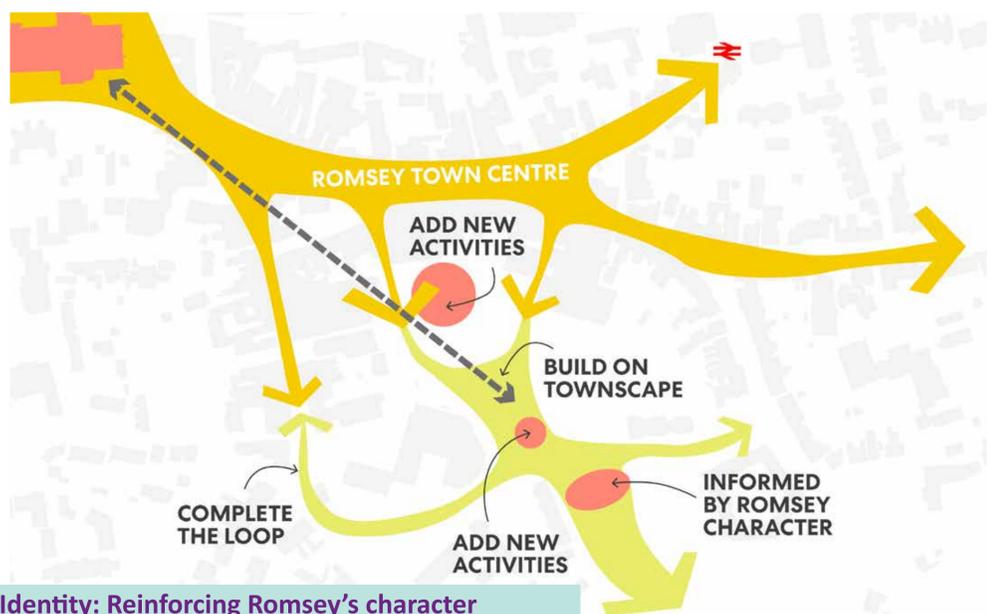
Design Principles



Accessibility: Putting people first



Sustainability: Creating an attractive and resilient space



Identity: Reinforcing Romsey's character

Romsey Future

South of the Town Centre Masterplan

IDEAS REGISTER

Over the course of the Masterplanning process, hundreds of ideas have been suggested to the Masterplanning team. All ideas have been collected in an 'Ideas Register'. Unfortunately, not all the ideas suggested can be incorporated into a viable and deliverable Masterplan. However, many ideas have and these have informed the options now being consulted upon.

Below are some key examples of ideas that have been included, and some that have not. Please speak to a member of the consultant team if you would like to know more.

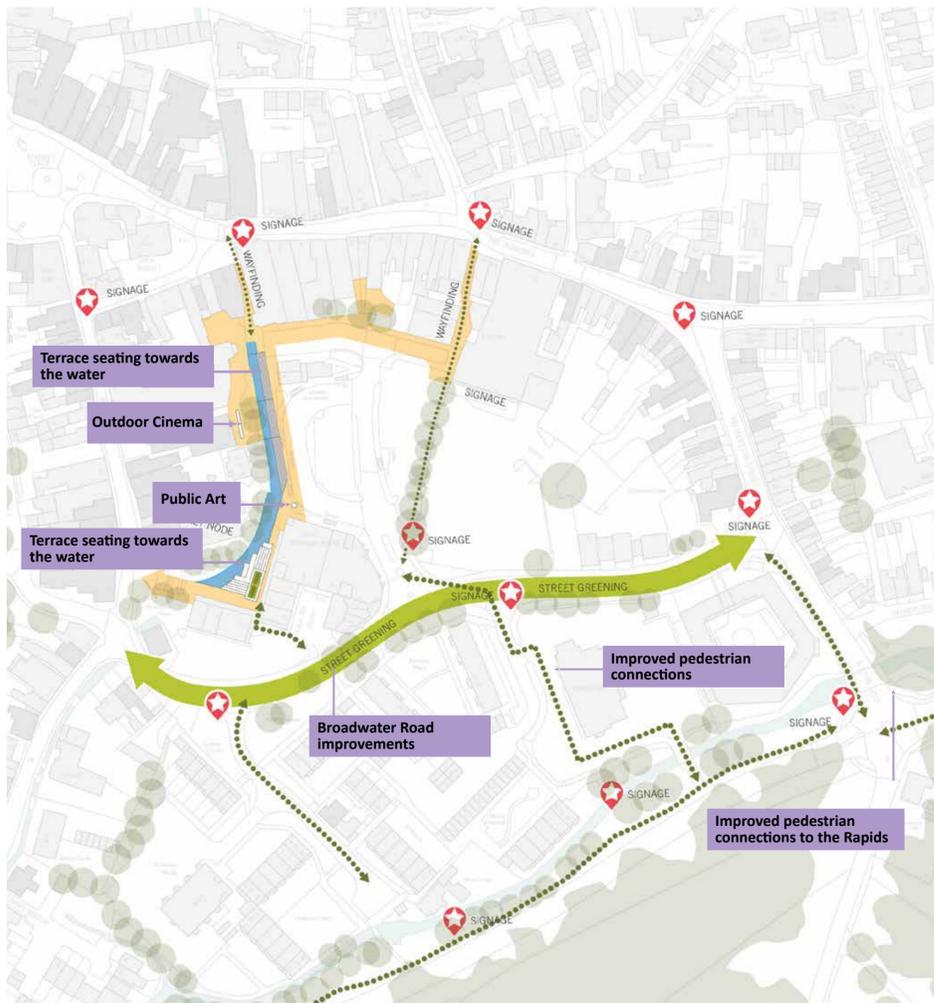
Idea	Within scope of Masterplan?	Realistic / deliverable?	Included?	Rationale
Pedestrians and cyclists prioritised	✓	✓	✓	This idea has become a key focus of the Masterplan, helping to make the area less car dominated.
Make improvements to the waterways	✓	✓	✓	The existing Fishlake Stream and Tadburn Lake are natural assets that are not currently utilised to their full potential.
Provide more restaurants	✓	✓	✓	The Masterplan proposals include the provision of floorspace for flexible and contemporary food and beverage units with outdoor dining spaces.
Provide a cinema	✓	✗	✗	This idea was tested but found unlikely to be commercially viable and therefore was not pursued.
Provide an underground car park	✓	✗	✗	The topography of the area is such that developing an underground car park may cause damage to the water table, and is likely to be cost prohibitive.
Provide more car parking	✓	✗	✗	The options propose to re-provide the existing amount of parking spaces in consolidated car parks, in order to allow more efficient use of space and to provide additional land uses and public spaces. Creating additional parking spaces is not consistent with the sustainability objectives of the Masterplan.



Romsey Future

South of the Town Centre Masterplan

SHORT TERM OPTIONS



The Short Term Masterplan options are focussed around improvements to the urban environment, including its greening. These improvements will set the scene for the remainder of the Masterplan options. The urban realm improvements are particularly focussed around the Fishlake Stream between Bradbeers and the bus station.

Options include:

- o Enhancement of Fishlake Stream and Tadburn Lake waterways
- o The introduction of nature to enhance health and well being
- o Signage and wayfinding improvements
- o Traffic calming and improvements to Broadwater Road
- o Improved pedestrian connections across the area
- o Improved pedestrian connections to the Rapids
- o Improvements to the laneways that connect the Hundred and the Masterplan area
- o Installation of public art
- o Option to explore activity generating proposals such as an outdoor cinema in the summer

Precedent Images

Waterfront Improvement



Waterfront Improvement



Street Furniture



Waterfront Improvement



New Pavements



Romsey Future

South of the Town Centre Masterplan

LONG TERM OPTIONS



The longer term prospects for development within the area, including development of sites not owned by Test Valley Borough Council have been considered. In particular, we have looked at opportunities involving the existing Aldi and associated car park. In the future, there may be opportunities to expand the Long Term Masterplan options to include other adjoining land parcels within private ownership.

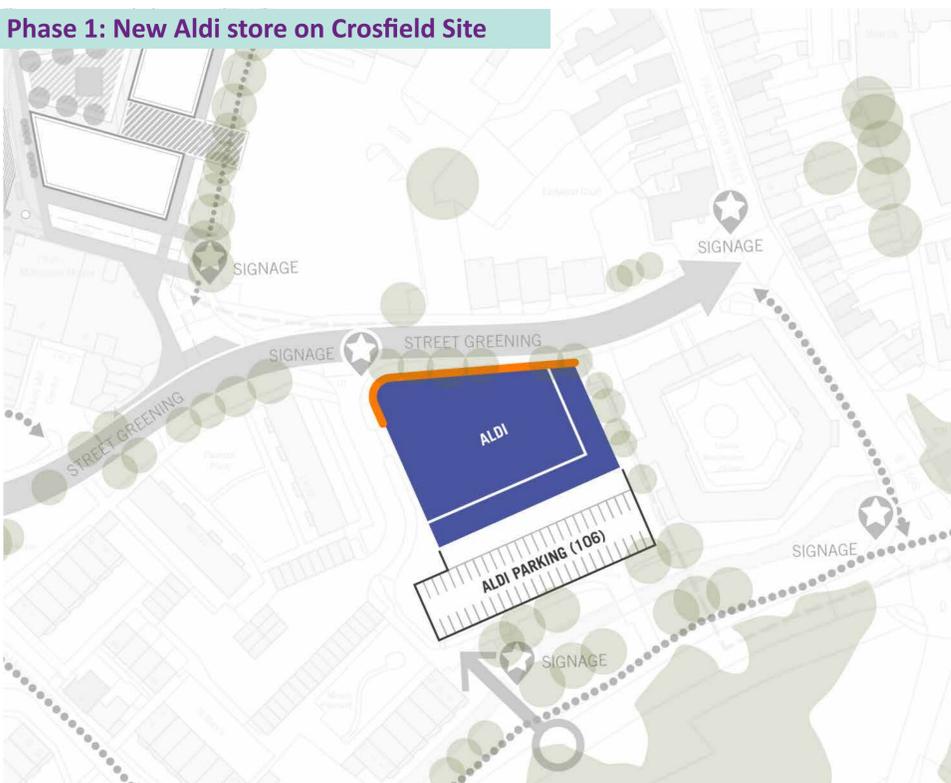
Phase 1: New Aldi store on Crosfield Hall site

- o Aldi store to be relocated from current position to the Crosfield Hall site
- o The site has the capacity to host a new Aldi store and space for 106 car parking spaces
- o Designed to complement and be sympathetic to the character of Romsey
- o Option for some retail floorspace above the new store

Phase 2: Aldi site redevelopment

- o Adaptive reuse of the Aldi building for a combination of uses such as offices, gym, and retail/ food and beverage
- o Frontage to the Hundred to be reactivated
- o Existing car parking to be retained and enhanced, with option to provide a level of decked parking to increase the overall parking capacity of the area. Surface level car parking would have the capacity to provide 90 car parking spaces, with decked parking able to provide 180 car parking spaces in this location
- o Provision of public space along Broadwater Road

Phase 1: New Aldi store on Crosfield Site



Phase 2: Aldi Site redevelopment



Romsey Future

South of the Town Centre Masterplan

BUS CIRCULATION

With the proposed redevelopment of the Romsey bus station during Phase 1 of the Medium Term Scenario, the existing arrangements for bus passenger pick-up and drop-off would need to change. Over the course of the Masterplan, there are a number of potential options for reconfiguration of bus circulation. The options shown below have been developed for Masterplan purposes only at this stage. Each presents positives and negatives and are subject to detailed design and testing.

Bus Circulation Option 1



Bus Circulation Option 1

- o Bus stops to be relocated to Broadwater Road, and buses to use Broadwater Road roundabout to turn around
- o Bus routes to remain the same
- o Bus stops to be located within easier walking distance of Edwina Mountbatten House, but slightly further away from The Hundred
- o Roundabout to be widened to facilitate bus turning

Bus Circulation Option 2



Bus Circulation Option 2

- o Option to create new access junction from the Bypass in a left-in, left-out arrangement, and requiring a new stream crossing
- o Buses to use bus stops along Broadwater Road
- o This option would allow direct access from the Bypass to the new consolidated car park, reducing the impact of traffic on Broadwater Road
- o Minor changes to some bus routes required
- o Pampol Street to be widened

Bus Circulation Option 3



Bus Circulation Option 3

- o Buses to travel around existing Aldi car park, allowing pick up and drop off in a location in the centre of the Masterplan area
- o Shared surface would be required to manage the interface between vehicles and pedestrians
- o Bus routes to remain the same

Romsey Future

South of the Town Centre Masterplan

WHAT NEXT

We want to know your views on the draft Masterplan options, so please make sure you fill in the survey, either in hard copy or online. When the consultation period closes, we will collate all your responses and prepare a Stage 2 Consultation Report. The feedback we receive will be taken into account when we prepare the final Masterplan and Masterplan Report.

Please review the consultation boards, and provide us with your feedback by either:

- Visiting https://www.surveymonkey.co.uk/r/southofromsey_draftmasterplan
- Returning a completed form to the returns box at consultation events or emailing it to: romseyfuture@testvalley.gov.uk

Masterplan Timeline

PREPARATION OF STAGE 2
CONSULTATION REPORT

March 2020

PREPARATION OF FINAL
DRAFT MASTERPLAN AND
MASTERPLAN REPORT

May 2020

ADOPTION OF MASTERPLAN

Summer 2020



APPENDIX E | CONSULTATION QUESTIONNAIRE

Romsey Future

South of the Town Centre Masterplan

QUESTIONNAIRE

What is the South of Romsey Town Centre Masterplan?

Romsey Future is working with the community and local businesses, key stakeholders and the Borough Council and its consultants to produce a viable Masterplan for the area South of Romsey Town Centre.

The South of Romsey Town Centre Masterplan will aim to deliver the objectives established following previous community consultation exercises. The Masterplan will set out key projects and initiatives arising from short, medium and long term options.

We want to hear your views on the draft Masterplan. Please review the consultation boards and provide us with your feedback by either:

- Visiting <https://www.romseyfuture.org.uk/sotc-haveyoursay> and following the links.
- Returning a completed form to the returns box at consultation events or emailing it to: romseyfuture@testvalley.gov.uk

Please return your completed questionnaire by 20 March 2020.

1. Do you agree that these should be the top priorities for the South of Romsey Town Centre Masterplan?

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Increasing the range of uses and providing a modern retail offer (including food and beverage) that does not compete with the existing offer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing a sustainable plan that seeks to enhance environmental and human health	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving car parking whilst also ensuring flexibility in the future for more sustainable methods of transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritising the provision of high quality green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving access and utilisation of the Fishlake stream	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing better pedestrian and cyclist links across the area including improvements to signage and wayfinding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promoting and enhancing Romsey's historic character	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing community facilities that are of a high quality and accessible to all	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encouraging a lively café culture and evening economy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would you like to make any further comments?

.....

.....

.....

.....

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
2. Do you agree with the short term Masterplan options?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would you like to make any further comments?

.....

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	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
3. Do you agree with the medium term Masterplan options?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would you like to make any further comments?

.....

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.....

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
4. Do you agree with the long term Masterplan options?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would you like to make any further comments?

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Do you have any further comments on the draft Masterplan?

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6. Tell us about yourself (Insert tick boxes)

I live in Romsey	<input type="checkbox"/>	Age	<input type="checkbox"/>	Gender	<input type="checkbox"/>
I work in Romsey	<input type="checkbox"/>	Under 16		Female	
I'm visiting Romsey from.....	<input type="checkbox"/>	16 - 24	<input type="checkbox"/>	Male	<input type="checkbox"/>
Other- please specify.....	<input type="checkbox"/>	25 - 40	<input type="checkbox"/>	Rather not say	<input type="checkbox"/>
		41 - 65	<input type="checkbox"/>		
		Over 65	<input type="checkbox"/>		

Postcode

If you would like to be kept informed about the project please provide us with your e-mail or postal address.

By completing the information below, you are giving your consent to receiving information from the Council about the South of Romsey Town Centre Masterplan. Your details will be retained by the Council and used only to send you information on the project, in accordance with the Council's privacy statement (available at www.testvalley.gov.uk/gdpr). You can withdraw your consent to receive this information at any time by contacting us at romseyfuture@testvalley.gov.uk.

Email:

Postal address: :

Thank you for taking the time to complete this questionnaire.

APPENDIX F | CONSULTATION RESPONSES FROM OTHER BODIES

Dear Romsey Futures / Test Valley Borough Council

Thank you for sending the South of Romsey Town Centre Masterplan Consultation to the Strategic Transport team at Hampshire County Council (HCC) to comment upon.

General Comments

As the Local Highway and Passenger Transport authority for the area we have been engaged in discussions with Test Valley Borough Council (TVBC) officers regarding the options put forward in the consultation materials and are jointly funding a high level assessment of the potential highway implications of the masterplan.

In its role as Highways Authority, HCC is responsible for developing and overseeing the Local Transport Plan (LTP), maintaining and managing safe and secure highways across the county. This includes day-to-day management of the Highways, but also long-term strategy in which HCC is responsible for guiding its network towards sustainable and efficient solutions.

The County Council in its capacity as the Local Highway Authority (LHA) welcomes the principle of having an enlarged retail offer / mixed use development within Romsey to enhance the critical mass of town so that it can support better sustainable outcomes, in turn contributing towards the resilience and viability of local services and facilities thereby reducing the need to travel outside of the area by private car.

Short Term

With both authorities (HCC and TVBC) having recently declared a 'Climate Emergency', the plans to improve pedestrian and cycle links and wayfinding are consistent with a greater focus on sustainable / active modes of transport.

Further consultation with the County Council will be required to understand the aspirations for the traffic calming / improvements on Broadwater Road. As previously noted the County Council supports making improved pedestrian connections in the masterplan area and out into the wider community to support the sustainability of the town. We would seek further engagement with TVBC to ensure that a joined up scheme is developed which supports the recent placemaking investment that the County Council has implemented in the Town centre.

Medium & Longer Term

We understand that TVBC has engaged with the local bus operators regarding the proposed changes to the bus station arrangements and we would request that these discussions, including the County Council, are continued. The regeneration project should seek opportunities to improve pedestrian access to bus services, provide high quality waiting facilities for passengers and ensure that buses have adequate waiting and pick up space so that bus services do not experience operational difficulties as a result of the project, with resulting impacts on bus service reliability.

Testing will also need to be undertaken with regards to the access from the A27 into the Crossfield Hall site which has the potential to service a new decked car park, relocated Aldi store and option 2 of the bus circulation plan. Careful consideration will need to be given not only to the feasibility of constructing an access road over the Tadburn Stream, but also with regards to the whether this will have a impact on the efficient movement of people and goods along the A27. Considerations of the future maintenance arrangements and the necessity for securing a commuted sum should be considered. HCC request that you consider the following guidance:

- Ensuring that where a safe and suitable access to a development site is available to a less trafficked category of road, this it is used;
- Ensuring that new direct accesses are only inserted where such an access would:
 - Be in the interests of public safety, and the safety of the highway;
 - Be demonstrably in the interest of sustainability; or
 - Can be accommodated and mitigated without impacting negatively on the strategic operation of the route;

We note the proposal to increase car parking capacity within the town to support the growth. This needs careful consideration to ensure that the car parking provision does not undermine the efforts to put people first and promote greater use of active and sustainable modes of transport for local journeys. The Borough Council should look to develop an accompanying parking policy and pricing strategy that aims to rebalance these competing requirements.

When moving forward from the masterplan we request that the development proposals are supported by robust transport appraisal. This should consider the sustainable transport and master planning principles and develop essential mitigation packages required to make such development accord to the principles.

HCC wish to continue working with TVBC / Romsey Futures to help specify and develop an evidence base that enables the impact of proposals on the highway network to be quantified and to ensure that necessary mitigation measures can be provided. We would also welcome early involvement in future developments to ensure that transport can be considered at the earliest stages of planning.

As it is likely that any new development will impose an increased load on local transport networks HCC would expect to secure Section 106 contributions to mitigate the traffic and transport impacts.

Kind regards

Karen

Karen Brisley
Principal Transport Planner
Economy, Transport and Environment



Consultation Response

Test Valley Borough Council South of Romsey Town Centre Consultation March 2020

Introduction

This document represents a formal response by Bluestar regarding the above consultation.

Bluestar is part of Go South Coast, which operates across the south coast with its core networks based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight with smaller depots at Bournemouth, Swanage, Ringwood and Totton. With a fleet of over 800 vehicles across all brands, we help our customers make over 47 million journeys annually. We are a major employer in the south of England with over 1900 colleagues delivering services every day of the year.

Bus services are provided primarily through the route networks of [more bus](#), [Salisbury Reds](#), [Swindon Bus](#) and [Bluestar](#) serving the Dorset, Wiltshire, Swindon and Southampton areas and [Southern Vectis](#) on the Isle of Wight. These networks are in the majority commercially operated but there is significant involvement in the tendered local bus market, together with school and college movements. The prestigious contracts to operate bus services for the University of Southampton - [Unilink](#) & Bournemouth University - [UNIBUS](#) are currently held, together with contracts for other higher education providers.

We aim to provide customers with the best experience possible when they travel with us. In order to achieve this we are constantly investing in our fleet and staying ahead of competitors with innovative on-board technology from free wifi to USB charging points, smart ticketing and cashless payments.

Bluestar – Southampton

Damory – rural Dorset

morebus – Bournemouth & Poole

Salisbury Reds – Salisbury

Southern Vectis – Isle of Wight

Swindon's Bus Company – Swindon

Unilink – University of Southampton

UNIBUS – Bournemouth University

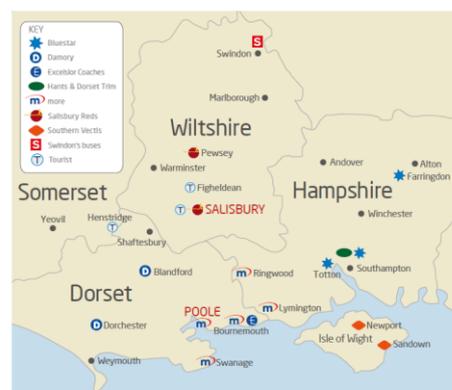


Figure 1 – Go South Coast Operating Area

Why we're Responding

Bluestar, and our sister company, Salisbury Reds are the main bus operator in an around Romsey operating the following services:-

- Bluestar 4 – Connecting Romsey to Southampton via North Baddesley, Rownhams, Lordshill and Shirley upto half hourly in the Day Monday to Saturday and hourly on Sundays;
- Bluestar 5 – Connecting Romsey to Eastleigh and Boyatt Wood via North Baddesley and Chestnut Avenue hourly Monday to Saturday;
- Bluestar 39 – Connecting Romsey to Nomansland via West Wellow and Landford once a day Monday to Friday under contract to Hampshire County Council;

- Salisbury Reds X7R – Connecting Romsey to Southampton and Salisbury via West Wellow, Whiteparish, Alderbury, Ower, Testwood, Totton and Milbrook three times a day Monday to Friday and four times a day on Saturdays.

Bus provision is, on the whole through privately operated services which have seen improvements over time, however with this success and modal shift comes the need to improve flow of buses through junctions and networks to improve reliability as well as a need for a co-ordinated approach to the use of road space at main interchange points. This emerging proposal needs to bear this in mind.

Our Response

We support the concept of getting around Romsey and developing the economy. The concept of increasing parking seems at odds with the concept of getting around the town and being a pleasant place to be. Through encouraging cars through increased parking whilst at the same time reducing the overall amount of highway available needs to be properly thought through. This could lead to increased congestion at a time when travel demand through new development may increase. As it reads, the plan, in essence aims to improve the overall offer and provide satellite provision of eating and entertainment to Southampton and Winchester based around the car and car parking. This is a missed opportunity as the new development in the immediate vicinity of Romsey allows for more sustainable transport access to improve the overall vitality and viability of the town centre that would be distinctive in a Hampshire context.

The second bullet point on page 5 which suggests that only older people rely on public transport is nothing short of absurd. The demographics of Hampshire show that younger people are often choosing not to own cars for environmental and economic reasons. Therefore, demand for non-car transport is growing amongst millennials – with new developments for younger people being developed in and around Romsey this demand for sustainable transport – both better access to public transport and walking and cycling will need to be catered for. The plan doesn't do this. The third bullet point which excludes buses and rail from being sustainable transport lets the plan down and appears to be an oversight – especially as transport operators are a noted as a key stakeholder in delivery.

The proposals for south of the town centre, if implemented poorly, could create very serious operating and commercial difficulties for the town's bus operators, with no certainty these impacts could be addressed or sufficiently mitigated. By extension, passenger convenience could be seriously reduced on routes affected, dissuading the highest possible use of public transport. It is essential that as a key stakeholder in the town, Bluestar are involved as the masterplan develops. Indeed we have already had positive discussions with Hampshire County Council and Test Valley Borough Council in relation to these proposals already and look forward to continuing this positive dialogue. We are however concerned that proposals are being developed without any data or modelling which would be needed to inform these, even draft, proposals.

The Benefit of Enabling Town Centre Access

According to the DfT's annual bus statistics there were 4.65 billion passenger journeys on buses in England in 2014-15, meaning a fall of 27 million in the number of bus journeys taken in England than the previous year. Since the Transport Act (1985) came into force, local bus passenger journeys made outside of London have decreased by 37 per cent.

Research by *Greener Journeys* show bus users create more than £64 billion worth of goods and services, and that there is a significant relationship between accessibility by bus and employment. A 10% improvement in access to bus services would mean 50,000 more people in work – equally reduced access would mean that communities can become cut-off as well as contribute to an increase in unemployment.

Most bus users use the bus to access shops both to purchase goods and to meet friends. Reducing access to services will inevitably reduce the number of customers visiting the shops and will have a far-reaching effect on the economies of those communities but also the livelihood of the traders. Marginalising the bus will reduce the ability of younger people to access work, for older people to access the town centre and lead to car dependant development.

The Need for a Legible Town Centre

Without proper consideration, the impact of these proposals therefore could be a worsening of air quality due to vehicles being crammed into fewer and fewer streets, a reduction in levels of service to the travelling public due to the time penalty of longer routes around the city centre and increased congestion.

Many older people in rural areas rely entirely on bus services to access healthcare, social activities, community events and shops, as well as visiting friends and family. Increased walking time in accessing these services could severely impact this group. The potential impact of the proposals could mean that many people now face a fairly long walk to their nearest bus stop. Delays, cancellations, long waiting times and cold bus shelters add to the problem and make bus travel for older people even more challenging.

The Town Centre provides services from those, often elderly people from outlying rural areas. The "*Later life in rural England*" report by Age UK is a wide-ranging assessment of the challenges facing older people living in rural areas, with lack of transport identified as a major issue given that 35% of older households do not have access to a car. The report highlights the importance of regular, convenient and reliable bus services to the lives of older people and identifies reductions in service as a serious concern, impacting on all aspects of their lives. It calls on local authorities to recognise the wider value of bus services in preventing social isolation and to base funding decisions on impact assessments and not simply on costs and the number of people using a service. A major part of this is the need to suitable access health and other services within short distances of where buses can access.

In addition we are concerned at the potential increased walking time for people accessing the town centre from the proposed bus stop locations will make the city centre and its offer actually less attractive to visitors in terms of overall journey time.

Paul Walker
Head of Strategic Development
Go South Coast
Paul.walker@gosouthcoast.co.uk
March 2020

the **go south coast** family is
Bluestar | Damory | Excelsior | Hants & Dorset Trim | morebus | Salisbury Reds
| Southern Vectis | Thamesdown | Tourist | UNIBUS | Uni-link

APPENDIX G | 'YOU SAID, WE DID' DOCUMENT - PROPOSED CHANGES TO THE MASTERPLAN

Romsey:

South of Town Centre Masterplan

Draft Design Response to Consultation

Private and Confidential

June 2020

Consultation Scheme

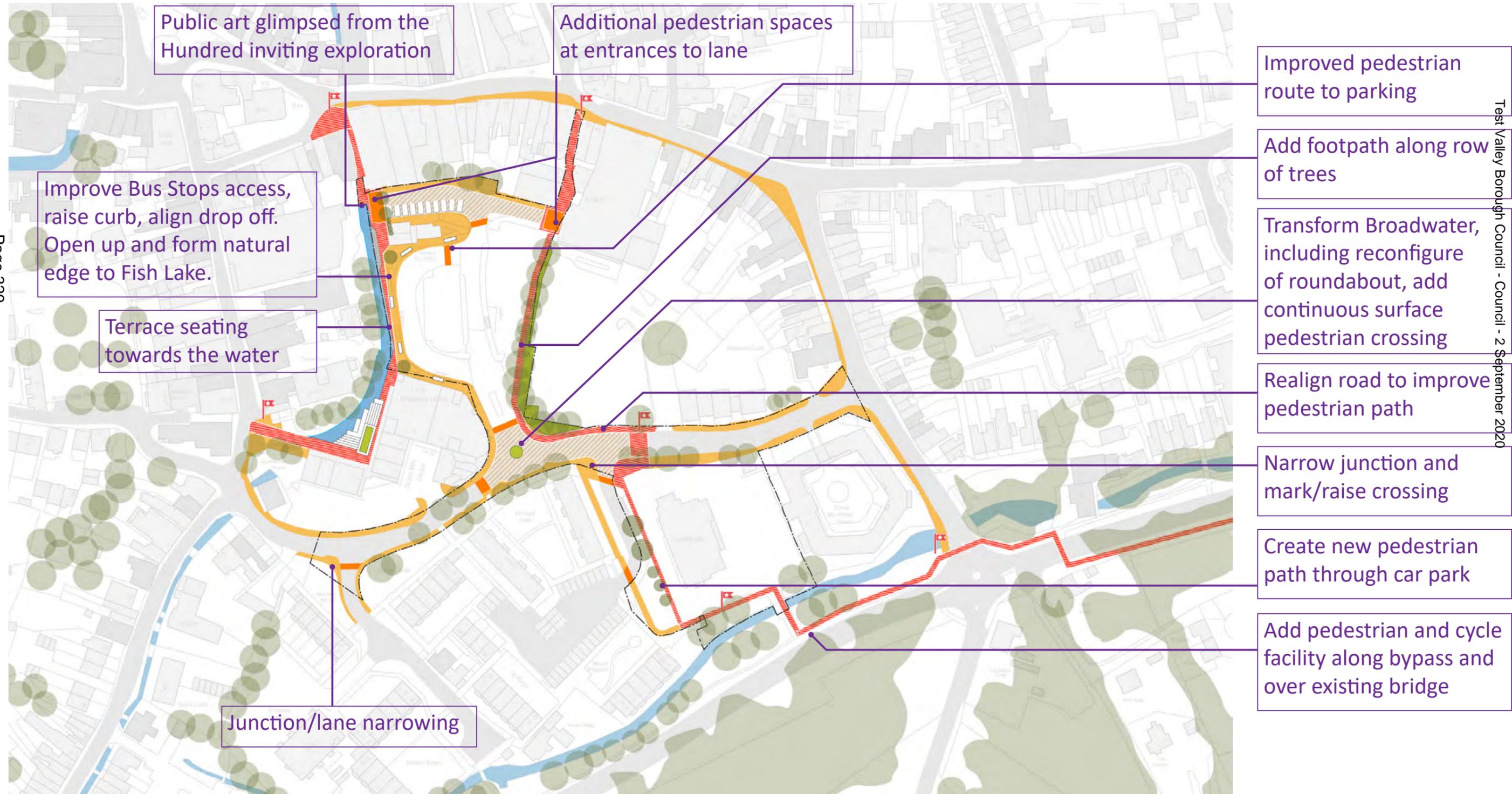


Short Term Options

Short Term: Revised Scheme

Responds to:
 Call for clear improvements to pedestrian and bike connections
 Clear proposed improvements to Broadwater for pedestrians
 Improvements in near term to bus station.

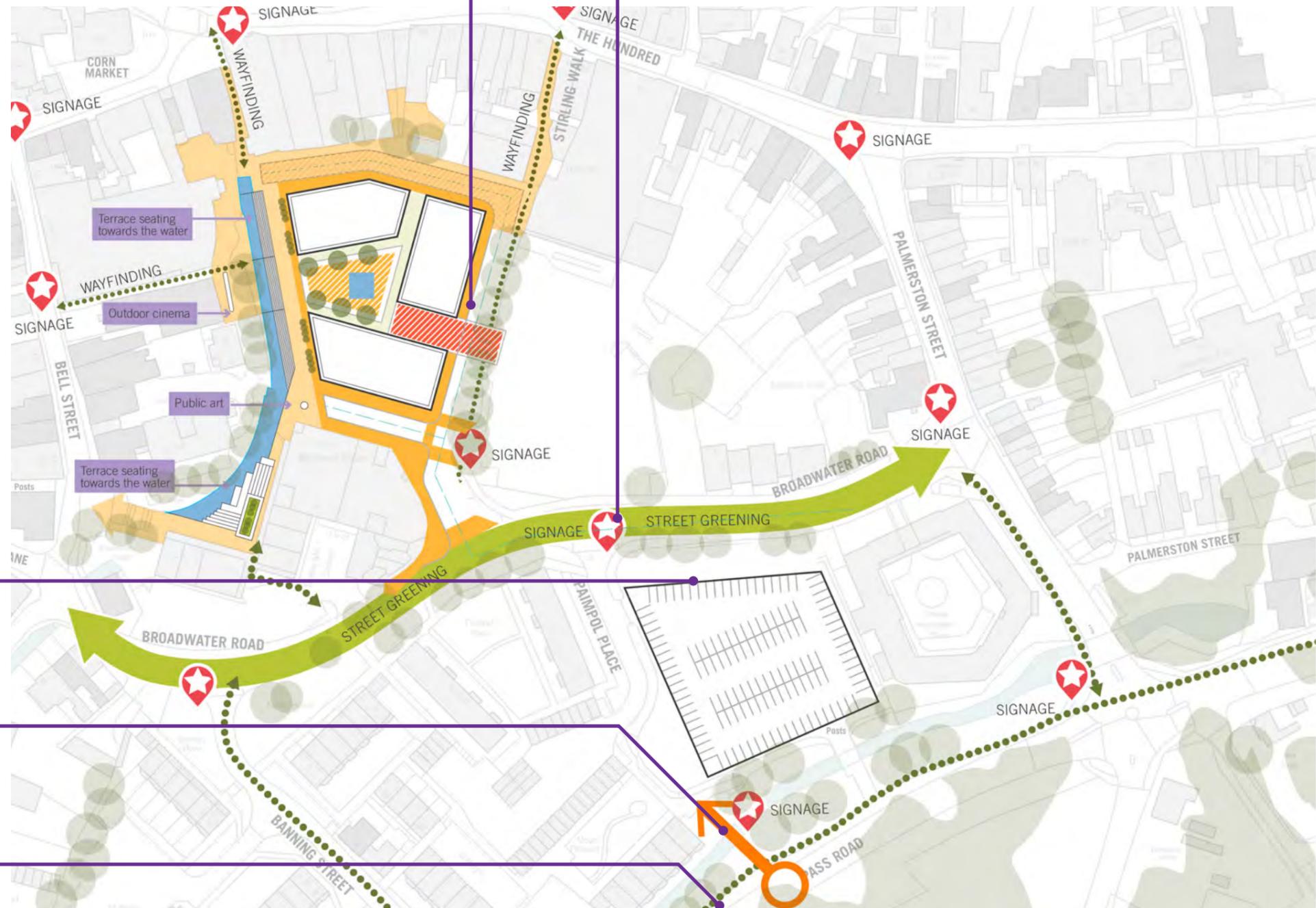
Trade-off:
 Loss of approx 4 spaces in Crosfield Hall CP
 Loss of approx 8 spaces at Bus Station



Consultation Scheme

Street realignment to maintain service access to loading area

Bus Circulation option 1, stops distributed along Broadwater Road



New parking replacing Crosfield Hall

Identified option for access from by-pass

Indicative pedestrian path along by-pass

Medium Term Options

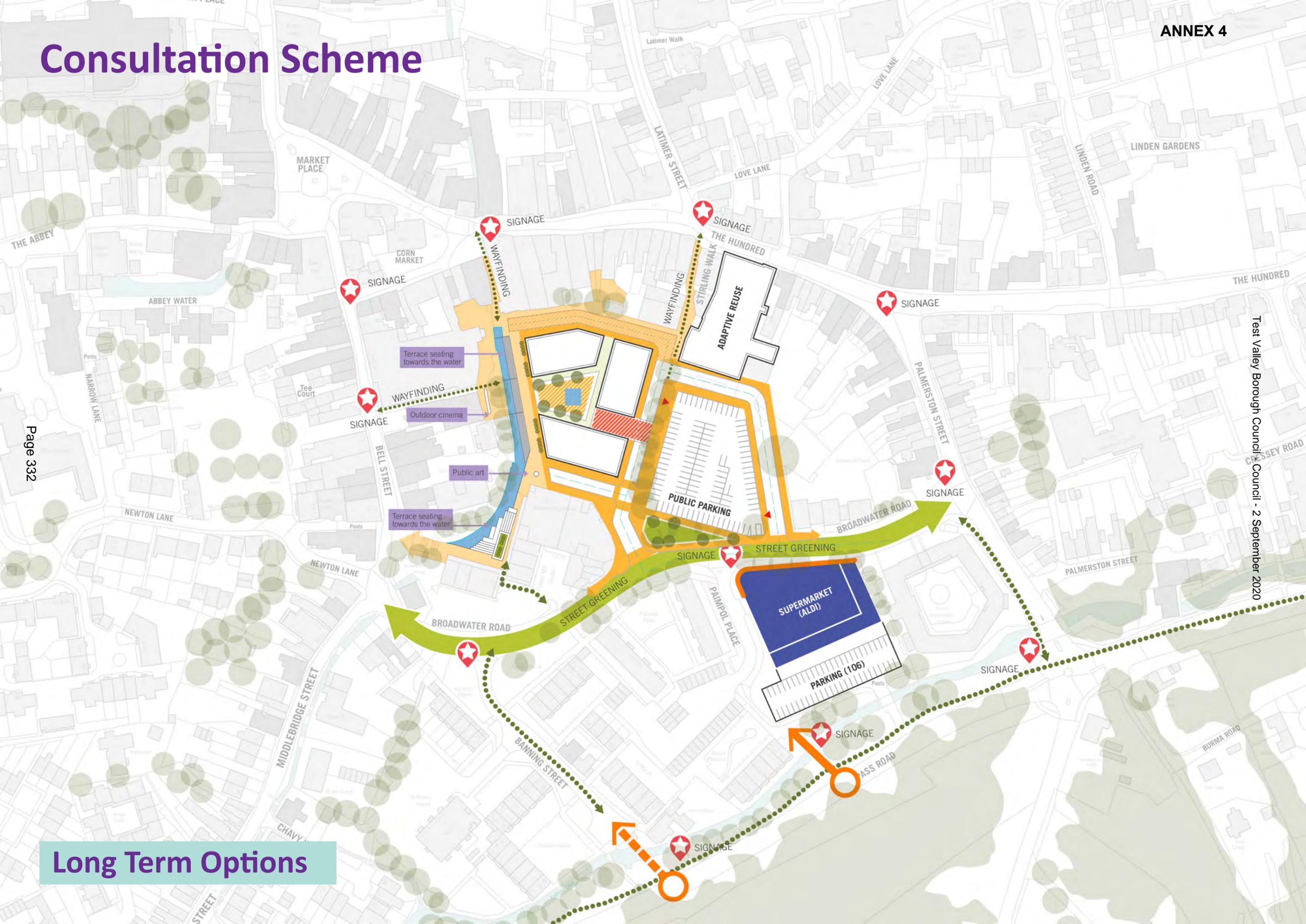
Medium Term: Revised Scheme

- Responds to:**
- Call for no loss of service for bus users and maintaining proximity of bus stops to town centre
 - Creation of new green space
 - Improved cycle and pedestrian links

- Trade-off:**
- Reduced development footprint and residential development potential.
 - Relocation of Crosfield hall



Consultation Scheme

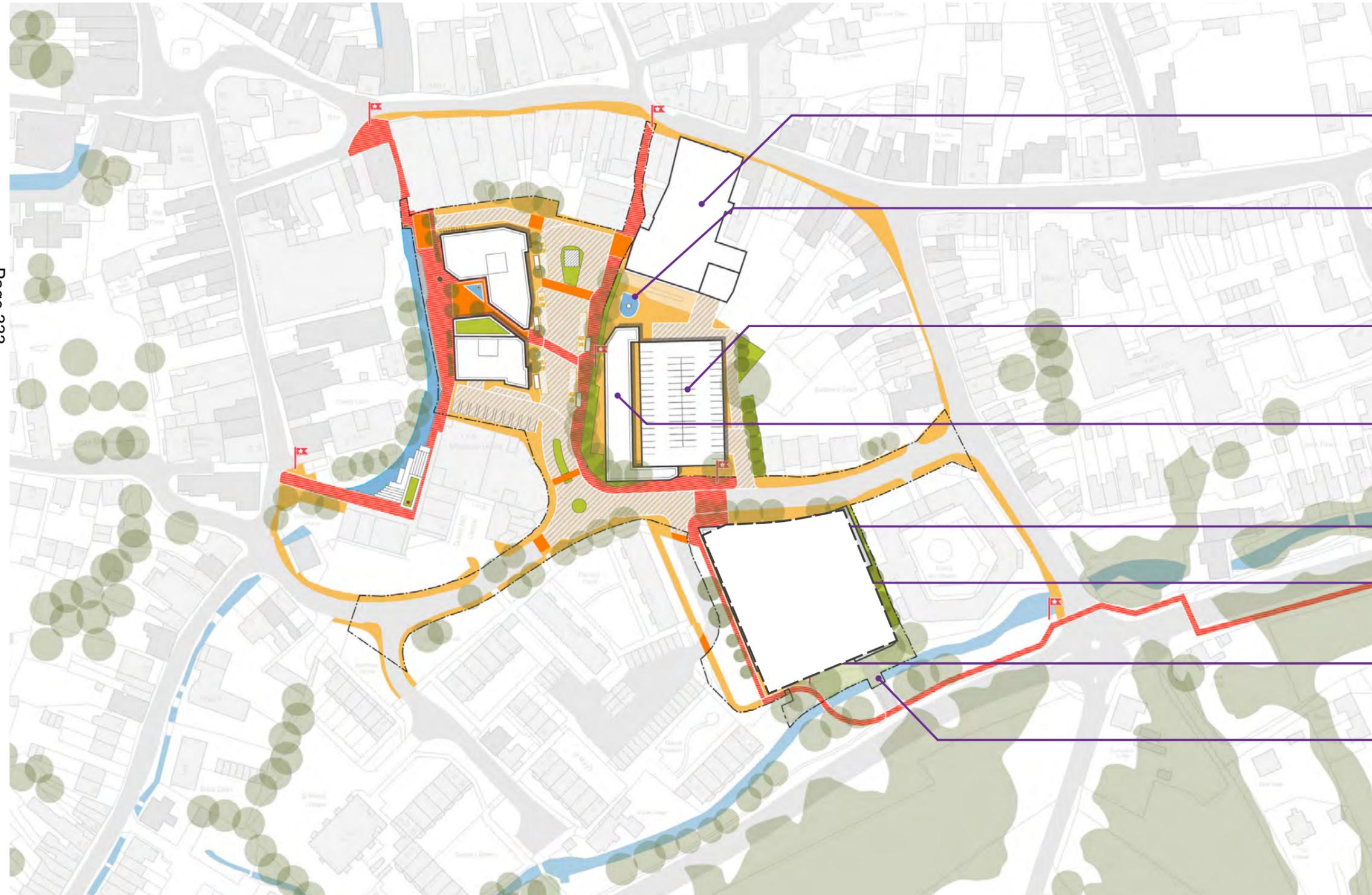


Long Term Options

Long Term: Revised Scheme

Responds to:
Desire to provide improved food retail option within Romsey.

Trade-off:
Potential impact on EMH
Subject to Aldi layout functioning operationally for Store.



Adaptive reuse of Aldi for: Gym, community maker space, leaseable office space, retail fronting the Hundred

New open space including public art and fountain

200 spaces in ground and 2 level deck (Circa 7m height)

Live/work units with active ground floor uses

Parking Entrance

Aldi car park to be confirmed

Aldi store to be confirmed

Left in left out from bypass
Subject to County Council Approval

Test Valley Borough Council - Council - 2 September 2020

Initial bus circulation options

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Option 1
Roundabout



Option 2
New access from
Paimpol Place



Option 3
Bus turnaround north of
Broadwater Road

Mobility Hub Circulation

Option 3a
Bus, shuttle, and coach turnaround north of Broadwater Road, contained within Test Valley land ownership.

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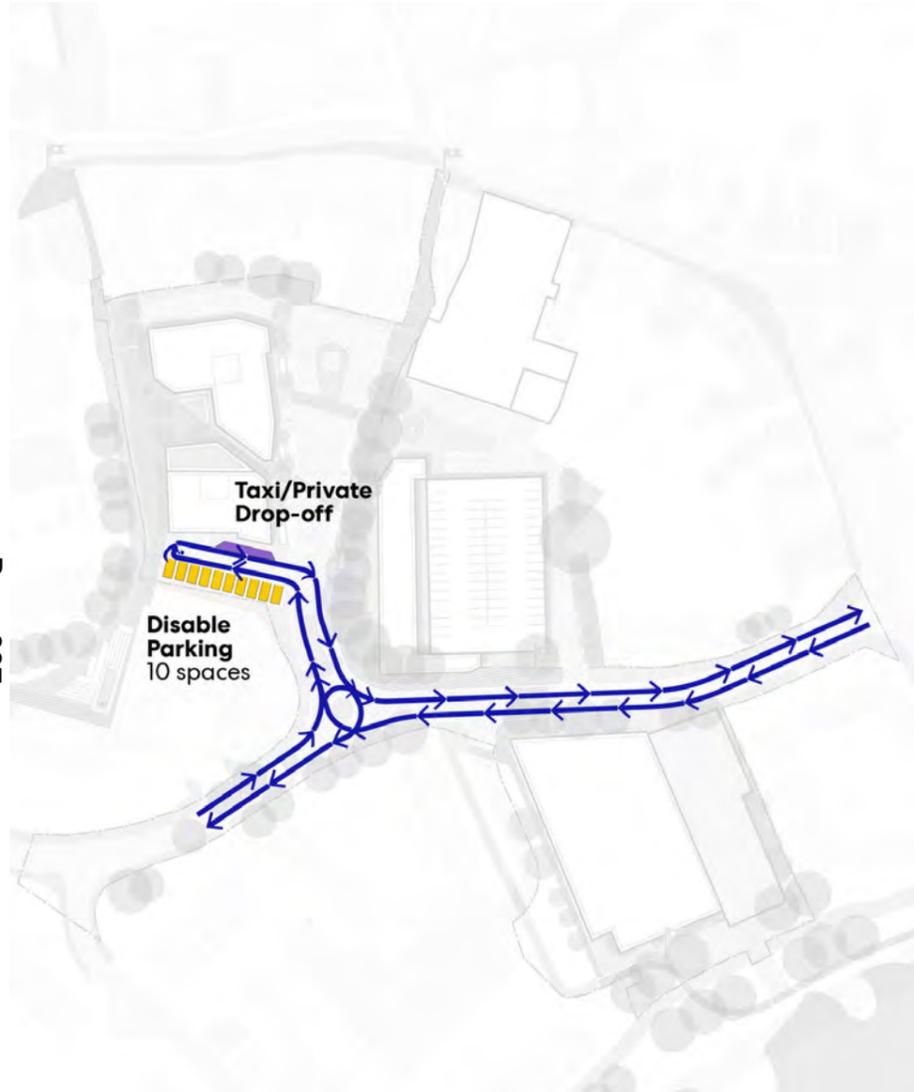
Source: Landezine, 2014



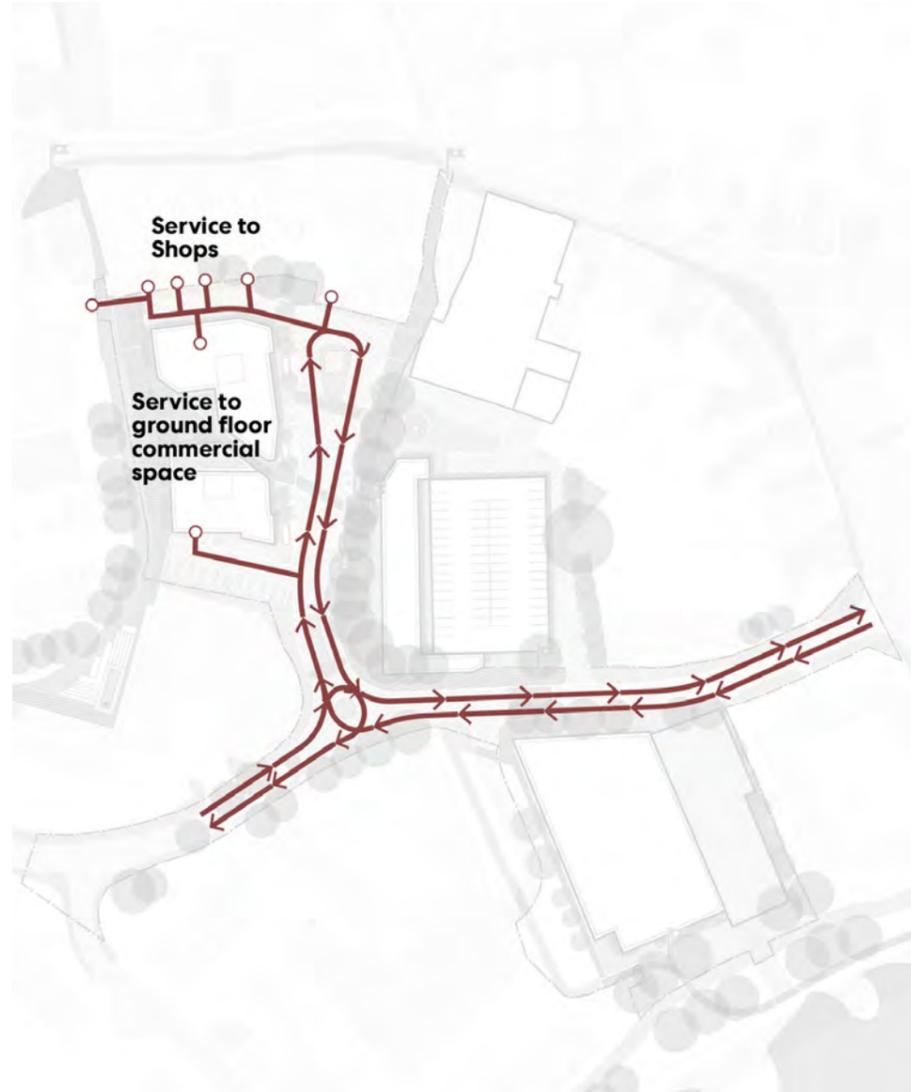
Bus turn-around would complement the public realm
Opportunity for 'trip free', continuous surface.

Future Circulation

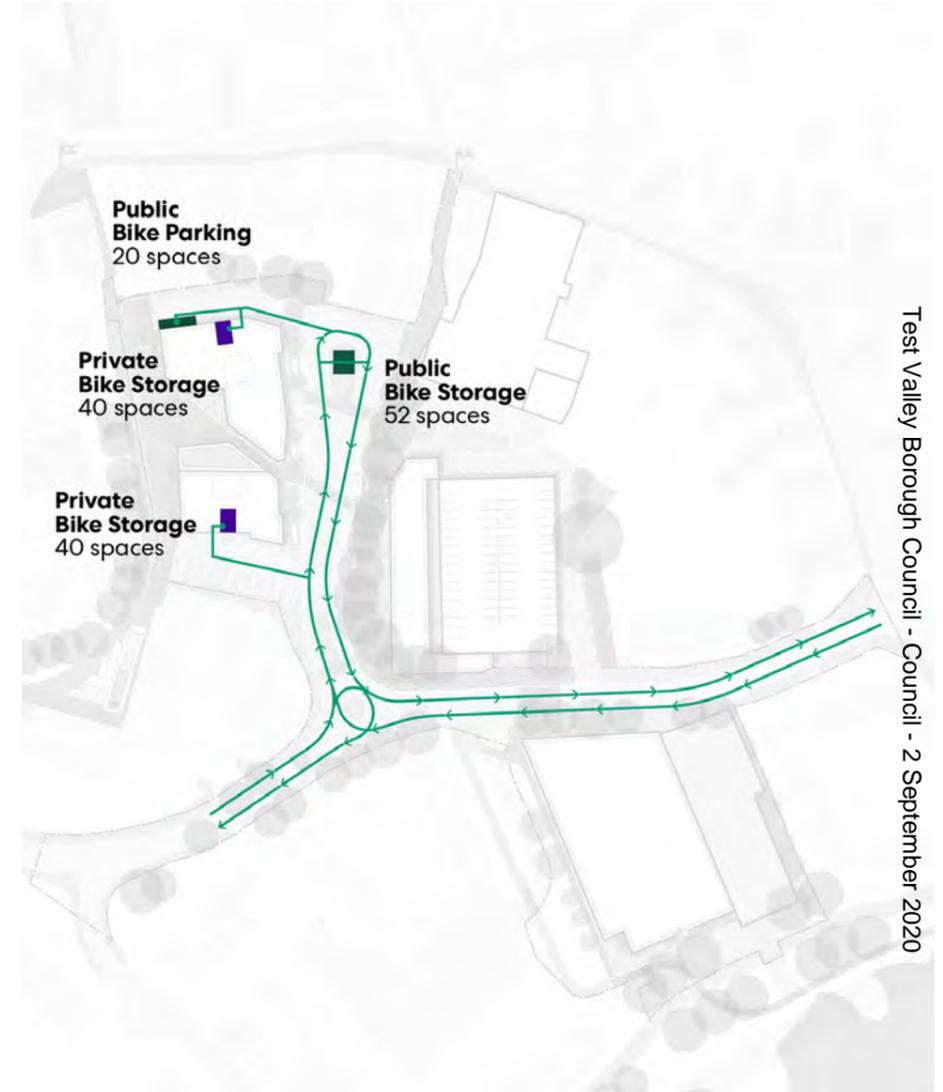
Page 337



Disable parking & Taxi/private drop-off



Servicing



Cycling & bike storage

Romsey Future

South of Town Centre Masterplan

Romsey: South of Town Centre Masterplan

ITEM 9

OSCOM: CHAIRMAN'S ANNUAL REPORT

Introduction

The last twelve months have been immensely productive for Test Valley Borough Council's Overview and Scrutiny Committee. May 2019 saw the Borough Council elections and a number of new members joining the committee. Those new members have settled in very well and have made a very positive contribution to the business of the committee.

We came into 2019 with high praise from the Local Government Association's Peer Challenge Review team. The way in which the Committee collectively plan and prioritises its work programme through its away day, had particularly impressed the team. They were also very complimentary about the focus that gives to our work and resultant impact that OSCOM has had on the way the Council operates. Finally they indicated that collaborative way in which the Committee worked with Cabinet was a model of good practice.

The Committee used this strong platform to become involved in one of the largest and most important reviews in its history. The Committee has been central to the Council's response to the Climate Change Emergency. We played a significant role in scoping, co-ordinating and conducting the research involved. It was an extensive piece of work that has helped create a draft Action Plan for the Council to consider. I would like to thank all of the Members who took such an active part in this work, some of whom were non OSCOM members. I would like to thank the Council for having the foresight to invite OSCOM to lead this important piece of work.

Away Day

The OSCOM Away Day is central to the operating model of the committee. It is the arena in which we generate ideas and start the process of prioritising reviews for the forthcoming year. In addition it gives us the time and space, outside of the formal committee arena, to plan and undertake our learning and development.

This year's Away Day was held on 13 July 2019 at Longstock Village Hall. The day included a development session led by the Policy Manager on the issues that helped shape the Corporate Plan and key facts about TVBC. This provided a platform for the Committee to hold a workshop on the potential areas for inclusion in the annual work programme.

We also took the opportunity to review our working processes and looked at areas which could be further developed. We concluded with a session for Members to look at their own individual development needs and those of the Committee as a whole.

As a result, several one-day courses were undertaken by Members at the Centre for Public Scrutiny. Additionally, the results provided the basis for some of the "roundtable" sessions held during the year.

Round Table discussions and Briefing Notes

Seven Round Table discussions have been held during the year including:

Draft Corporate Action Plan
Community Planning with Rural Emphasis
Communications
Housing Strategy
Youth provision
Climate Emergency
Romsey Future

Briefing Notes continue to be circulated to OSCOM Members including a briefing note on Risk Management with further briefings scheduled on affordable housing, Test Valley Partnership Annual Review and the yearly report on Risk Management.

Items and Meetings

There have been 11 meetings held since the last Chairman's Annual Report, and 19 items of business discussed. A number of items have been considered by OSCOM on their way to Cabinet and Council including Council Tax Support Scheme the Corporate Plan and Climate Emergency Action Plan.

Overview and Scrutiny also reviewed the Corporate Action Plan 2015-19 and agreed to endorse the overall progress made during the period of the last Corporate Plan 2015-19.

Presentations

A number of presentations were received during the year from both internal and external presenters, including:

- Councillor Ward, the then Portfolio Holder for Community and Leisure gave a presentation on his Portfolio. He covered the scope and organisation of the Portfolio, budget, corporate aims, key achievements from the 2017/18 Service Plan, how success is measured and future challenges.
- Councillor Drew, Portfolio Holder for Economic Development and Tourism explained that his Portfolio was responsible for a wide range of services and initiatives to support business, especially new and small enterprises and skills. This included town centres, tourism, manufacturing and rural businesses in particular.
- Councillor Bundy, Portfolio Holder for Housing and Environmental Health reported that his Portfolio covered Housing, Environmental Health, staff structure, service budget, Corporate Plan links, action plan links, measuring success, examples of KPIs, key challenges and risks, consultation, changes and future plans.

- Councillor Adams King, Portfolio Holder for Planning covered Transport and Engineering, Planning and Building and Planning Policy areas. The presentation covered service functions, staff structure, Corporate Plan and Corporate Action Plan links, measuring success and Service budgets, challenges and risks, changes and future plans.

Panels

As well as the permanent OSCOM Panels of the **Budget Panel** (led by Councillor Brooks) and the **Audit Panel** (led by Councillor Borg Neal), the following temporary Task and Finish Panels have been progressed:

Armed Forces Covenant The Panel is being led by Councillor Borg Neal and is reviewing what has worked well within the Covenant and what opportunities there are in the future to continue to strengthen the strong partnerships between the Council and the military community. Councillor Borg-Neal has liaised with relevant organisations including 11 Brigade's Army Civilian Liaison Officer.

Future of Health Provision in Andover and Romsey The panel was led by Councillor Baverstock and the aim of the panel was to review health provision in Romsey and Andover including the hospitals, allied services such as surgeries, hubs and their opening hours, position with other hospitals, Southern Health, planning provision with the demand for new housing/push from central government and the anticipated increase in population.

Consultation was carried out with both the Hampshire Hospital NHS, Family Clinical Support Service, Mid Hampshire and NHS West Hampshire CCG to get a better level of understanding of the current and future direction of the various organisations which make up the 'NHS family'. The panel also looked at establishing an evidenced approach to forecasting future demand for facilities and investigating the processes and funding which are available to deliver future improvements. The parking standards for health facilities was also reviewed. The panel also undertook to meet with Southern Health to learn their future plans for Romsey hospital and to look at the role of pharmacists.

Council Tax Support Scheme Options for changes to the Council's CTS scheme were debated by the OSCOM panel in August 2019. The panel's recommendations were agreed by OSCOM on 5 September and reported to Cabinet on 11 September. A public consultation had taken place on those options and the results of that consultation exercise were considered by the panel. The four options consulted on were

- Set a fixed reduction for non-dependants living in a property
- Restrict the maximum eligible capital level to £6,000
- Remove Second Adult Rebate (sometimes known as Alternate Maximum Council Tax Reduction) from the Council's scheme
- Remove Extended Payments from the Council's scheme

Having considered the results of the public consultation exercise, the panel recommended that the four proposals were all implemented with effect from 1 April 2020. Cabinet agreed the recommendations on 18 December 2019 and this was agreed at Council on 29 January 2020.

Climate Emergency Working Group Following the resolution of Council on 4 September 2019 Overview and Scrutiny set up a working party to '*draw together existing work of the Council in reducing the impacts of climate change and develop an action plan that identifies the steps the Council can take to achieve carbon neutrality as quickly as possible*' within a 6 month period. The working group also had a role in informing the Council in terms of working with communities and partners.

7 work streams were identified to aid in focusing progress of the working group around various themes that can influence carbon neutrality of both the organisation, and the Borough as a whole. All members, not just those on OSCOM, had the opportunity to be part of the work streams. They, along with officers, provided their own experiences and knowledge and explored existing practices and future possibilities. The officer involvement was multi-disciplinary and helped to identify processes and projects already implemented by the Council to reduce emissions. This confirmed that the Council was not 'starting from scratch' but had begun the journey.

The outputs of the work streams were brought together to inform the preparation of draft recommendations to Council. The work streams were;

- Digital and Smart Working
- Working with our Business and Communities
- Premises and Asset Management
- Reducing, Reusing and Recycling
- Transport, Fleet and Plant
- Enhancing the Natural Environment
- Infrastructure and the Built Environment

In the relatively short window, OSCOM had been able to propose a draft action plan which will move the Council towards being a carbon neutral organisation. The actions plan set out seven themes. Each work stream identified a series of actions for both implementation and further investigation. OSCOM agreed the action plan at its meeting on 18 March 2020 for onward submission to Council.

Conclusion

It has been an exceptional year for OSCOM and I wish to commend this report to Council. I would like to thank all of the Committee members for their continued support to both myself and the former Chairman, Councillor Ian Jeffery. The Panel leads have done the 'heavy lifting' in driving forward the Committee's work programme and deserve particular praise.

I would like to give my thanks to all of the officers who have contributed to our work over the year. The officers involved in the Climate Change worked deserve huge credit. Of particular note were the exceptional efforts of Karen Eastley and Graham Smith. Finally, I would like to thank Caroline Lovelock and Andy Ferrier for their continued support and guidance.

Zilliah Brooks
Chairman
Overview and Scrutiny Committee

ITEM 12

Notice of Motion – Rule 12

Trespass (with a vehicle), on private and public land

Councillor Bundy will move that:

This Council commits to write to Central Government urging the urgent creation of criminal offences of trespass when setting up an unauthorised encampment, entering upon land as a trespasser with the purpose of residing there in a vehicle and residing in an unauthorised encampment.

Councillor A Dowden will second the motion.

ITEM 13 To receive and, where necessary, adopt reports of Committees

(Some reports may involve the disclosure of exempt information. If the Council wishes to debate them, for each individual case the Council will need to adopt a suitable motion).

13.1 To receive the minutes of the following meetings:

- 13.1.1 Overview & Scrutiny Committee – 20 May 2020
- 13.1.2 Cabinet – 29 May 2020
- 13.1.3 Southern Area Planning Committee – 2 June 2020
- 13.1.4 Cabinet – 17 June 2020
- 13.1.5 Southern Area Planning Committee – 23 June 2020
- 13.1.6 Overview & Scrutiny Committee – 24 June 2020
- 13.1.7 Northern Area Planning Committee – 9 July 2020
- 13.1.8 Southern Area Planning Committee – 14 July 2020
- 13.1.9 Cabinet – 15 July 2020
- 13.1.10 Licensing Committee – 16 July 2020
- 13.1.11 Overview & Scrutiny Committee – 22 July 2020
- 13.1.12 Northern Area Planning Committee – 30 July 2020
- 13.1.13 Southern Area Planning Committee – 25 August 2020
- 13.1.14 General Purposes Committee -26 August 2020

(Note: in relation to 13.1.13 and 13.1.14 these minutes are not included in the minute book and will be presented at the next Council meeting but members are able to ask questions on resolved items.)

13.2 **To adopt recommendations from the following:**

13.2.1 Cabinet – 17 June 2020

13.2.1.1 Annual Governance Statement 2019/20 (APPENDIX A)

Consideration was given to the report of the Finance Portfolio Holder, which sought approval for the Annual Governance Statement, which accompanied the 2019/20 Statement of Accounts.

On the basis of Internal Audit work completed in 2019/20 only, the Deputy Chief Internal Auditor of Portsmouth City Council had provided a “substantial assurance” in respect of the Council’s risk management, control and governance arrangements.

Having considered the options and for the reasons set out in the report, Cabinet agreed to the following:

Recommended:

That the Annual Governance Statement for 2019/20 be approved and that the Leader and Chief Executive be authorised to sign it on behalf of the Council.

13.2.2 Cabinet – 15 July 2020

13.2.2.1 Affordable Housing Supplementary Planning Document (APPENDIX B)

Consideration was given to the report of the Planning Portfolio Holder and the Environmental Health and Housing Portfolio Holder which set out the revised Affordable Housing Supplementary Planning Document.

In August 2019 the Council publicised its draft Affordable Housing Supplementary Planning Document together with its Draft Affordable Housing Advice Note, with a public consultation process being undertaken. A number of representations were received from interested parties and considered alongside the draft document.

The wording of the Council’s Policy COM7 had been revised to reflect changes brought in by the revised National Planning Policy Framework which required that all “major developments”, defined as developments of 10 or more homes should provide on-site affordable housing. The previous COM7 had a threshold of 11+ dwellings and had therefore been amended to reflect the lower threshold of 10 dwellings.

Having considered the options and for the reasons set out in the report, Cabinet agreed to the following:

Recommended

- 1. That the Affordable Housing Supplementary Planning Document attached as Annex 1 to the report is adopted in order to provide detailed guidance on affordable housing development to support the policies adopted in the Local Plan.**
- 2. That the revised wording of Policy COM7 adjusted to reflect the updated National Planning Policy Framework be approved.**
- 3. That the Head of Planning Policy and Economic Development, in consultation with the Planning Portfolio Holder and the Housing and Environmental Health Portfolio Holder, be given delegated authority to make minor amendments to the Affordable Housing Supplementary Planning Document from time to time to reflect changes in guidance and legislation.**

13.2.2.2 Estates Property Matters (APPENDIX C – CONFIDENTIAL REPORT AND ANNEX)

Consideration was given to the report of Finance Portfolio Holder which considered a property investment proposal.

Having considered the options and for the reasons set out in the report, Cabinet agreed to the following:

- 1. That subject to the completion of due diligence work (paragraphs 9.2 and 9.3 of the report), the Council approves the project described in the report and authorises officers to take all steps necessary to complete the project.**
- 2. That funding for the project be approved from the Capital Receipts Reserve within the limits described in paragraph 8.6 of the report.**

13.2.3 Southern Area Planning Committee – 25 August 2020

Recommendations to follow (if any)

13.2.4 General Purposes Committee – 26 August 2020

Recommendations to follow (if any)

APPENDIX A

Annual Governance Statement 2019/20

Report of the Finance Portfolio Holder

Recommended:

That the Annual Governance Statement for 2019/20 be approved and that the Leader and Chief Executive be authorised to sign it on behalf of the Council.

Recommendation to Council

SUMMARY:

- The purpose of this report is to seek approval for the Annual Governance Statement, which accompanies the 2019/20 Statement of Accounts.
- Best practice requires that the approval of this Statement is considered separately from the Statement of Accounts, although both are published together each year.

1 Introduction

- 1.1 Test Valley Borough Council is responsible for ensuring that its business is conducted in accordance with the law and proper standards, and that public money is safeguarded and properly accounted for, and used economically, efficiently and effectively. The Council also has a duty under the Local Government Act 1999 to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. In discharging this overall responsibility, the Council is responsible for putting in place proper arrangements for the governance of its affairs, facilitating the effective exercise of its functions, which includes arrangements for the management of risk.

2 Background

- 2.1 As part of its responsibilities outlined above, the Council is also required to produce an Annual Governance Statement and publish the Statement alongside its annual accounts. The format of the statement is based on guidance produced in 2016 by the Chartered Institute of Public Finance (CIPFA) in conjunction with the Society of Local Chief Executives (SOLACE) titled "Delivering Good Governance in Local Government: Framework".
- 2.2 The Statement is attached as an Annex to this report and covers the following areas:
- (a) Scope of responsibility
 - (b) The purpose of the Governance Framework

APPENDIX A

- (c) The Governance Framework in place at the Council
 - (d) A review of its effectiveness
 - (e) A separate Annex of Significant Governance Issues that need to be addressed during the year
- 2.3 The Review Effectiveness (item 2.2 (d)) has been carried out by the Deputy Chief Internal Auditor (DCIA) of Portsmouth City Council.
- 2.4 The DCIA has reviewed all of the internal audit work carried out during the year and familiarised himself with the Council's governance arrangements. To inform this work, a self assessment of the internal audit function's conformance with the Public Sector Internal Audit Standards (PSIAS) was carried out in March 2020.
- 2.5 This assessment concluded that the function "generally" or "partially" conforms with the standards. There is evidence that the work the Service has delivered is effective; especially around risk and performance. It contributes to, and has influence in, the Authority on these areas. It is a highly respected service that is engaged with the organisation and which provides on-going support in key areas, as well as effective assurance on controls".
- 2.6 Following an internal and external assessment in March 2019 an action plan was compiled to address gaps in conformance identified at the time and to ensure the function is fully effective both strategically and operationally. The action plan was implemented during 2019/20 and reported to the Audit Panel. The only note to the 2019/20 Audit Opinion is in regards to the composition of the audit universe and audit plan for 2019/20. Due to the timing of the external PSIAS assessment, the audit plan for 2019/20 had already been created based on the existing audit universe which, following the external assessment had been declared as inadequate. Therefore it is not possible to confirm that the Authority produced an audit plan which encompassed the key risks facing the council. By way of mitigation to this, the key fundamental system audits have been conducted under a new Risk based Auditing model providing confidence that the main financial audits of the Council have incorporated a robust risk assessment to ensure the scope is adequate in determining the risks associated with those activities.
- 2.7 On the basis of Internal Audit work completed in 2019/20 only, the DCIA of Portsmouth City Council has provided a "substantial assurance" in respect of the Council's risk management, control and governance arrangements.
- 2.8 The emergence of the Covid 19 pandemic towards the end of March 2020 has had an unprecedented impact on the Council's governance arrangements for the remainder of the 2019/20 year and more significantly into 2020/21. These impacts will need to be evaluated, in line with government guidance and mitigation measures, and developed alongside the Council's strategic partners and Local Resilience Forum.

APPENDIX A

- 2.9 The date for final publication of the Council's accounts and Annual Accounts and Annual Governance Statement has been put back to 30 November in England as a result of the Coronavirus pandemic. Once post Covid 19 assurance work has been undertaken, this Annual Governance Statement may need to be updated, prior to the new deadline, to reflect any governance changes or issues that arose.

3 Corporate Objectives and Priorities

- 3.1 In addition to its legal responsibilities, approval of an Annual Governance Statement is considered to be best practice and will ensure that proper arrangements are in place to deliver the aims of the Council's Corporate Plan.

4 Consultations/Communications

- 4.1 The Chief Executive, Corporate Directors and all Heads of Service have been asked to review the Statement and consider whether there are any areas which they felt are appropriate for disclosure. All comments received have been incorporated into the Statement. The Audit Panel has also reviewed the Statement and action plan at its meeting on 16th March 2020 and endorsed the Statement. Subsequently, Audit Panel Members were informed about updates to the Statement and Action Plan in respect of the Covid-19 pandemic and made no additional comments.

5 Options

- 5.1 The Council has a statutory duty to approve an Annual Governance Statement. In view of this, options are limited.

6 Risk Management

- 6.1 A risk management assessment has been completed in accordance with the Council's Risk Management Methodology and has identified four significant governance issues as detailed in the annex to the Statement. The Required Actions proposed to mitigate these risks include timescales and officers responsible for completing them.

7 Resource Implications

- 7.1 There are no direct resource implications in approving the Annual Governance Statement. The publication costs can be met from within existing budgets.

APPENDIX A

8 Legal Implications

- 8.1 The Council is required by the Accounts and Audit (England) Regulations 2015 to approve, and subsequently publish, the Annual Governance Statement with the Statement of Accounts.

9 Equality Issues

- 9.1 An EQIA screening has been completed in accordance with the Council's EQIA methodology and no potential for unlawful discrimination and/or low level or minor negative impact have been identified, therefore a full EQIA has not been carried out.

10 Conclusion and reasons for recommendation

- 10.1 The Annual Governance Statement is part of the Framework for delivering good governance in local authorities. The Statement is high profile document signed by the Leader of the Council and Chief Executive and is published with the Statement of Accounts each year to demonstrate a commitment to improving corporate governance.

Background Papers (Local Government Act 1972 Section 100D)

Delivering Good Governance in Local Government: Framework' – CIPFA /SOLACE Publication 2016

Accounts and Audit (England) Regulations 2015' – www.legislation.gov.uk

Confidentiality

It is considered that this report does not contain exempt information within the meaning of Schedule 12A of the Local Government Act 1972, as amended, and can be made public.

No of Annexes:	1	File Ref:	N/A
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(Portfolio: Finance) Councillor M Flood

Officer:	William Fullbrook	Ext:	8201
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Report to:	Cabinet	Date:	17 June 2020
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Test Valley Borough Council

Annual Governance Statement 2019/20

Scope of responsibility

The Council is responsible for ensuring that its business is conducted in accordance with the law and proper standards, and that public money is safeguarded and properly accounted for, and used economically, efficiently and effectively. The Council also has a duty under the Local Government Act 1999 to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.

In discharging this overall responsibility, the Council is responsible for putting in place proper arrangements for the governance of its affairs, facilitating the effective exercise of its functions, and which includes arrangements for the management of risk.

The Council has approved and adopted a local code of corporate governance, which is consistent with the principles of the CIPFA/SOLACE Framework *Delivering Good Governance in Local Government*. A copy of the code is on the Council's website at: <http://www.testvalley.gov.uk/aboutyourcouncil/corporatedirection/local-code-corporate-governance>, or can be obtained from the Head of Legal and Democratic Services. This statement explains how the Council has complied, and continues to comply, with the principles underlying this code and also meets the requirements of regulation 6 of the Accounts and Audit (England) Regulations 2015, which requires all relevant bodies to prepare an annual governance statement.

The purpose of the governance framework

The governance framework comprises the systems and processes, and culture and values, by which the Authority is directed and controlled and its activities through which it accounts to, engages with and leads the community. It enables the Council to monitor the achievement of its strategic objectives and to consider whether those objectives have led to the delivery of appropriate, value for money services.

The system of internal control is a significant part of that framework and is designed to manage risk at a reasonable level. It cannot eliminate all risk of failure to achieve policies, aims and objectives and can therefore only provide reasonable and not absolute assurance of effectiveness. The system of internal control is based on an on-going process designed to identify and prioritise the risks to the achievement of the Council's policies, aims and objectives, to evaluate the likelihood of those risks occurring and the impact should they happen, and to manage them efficiently, effectively and economically.

The governance framework has been in place at the Council for the year ended 31 March 2020 and will continue to be developed during the coming year.

The governance framework

The key elements of the systems and processes that comprise the Council's governance arrangements are as follows:

- The Council has fulfilled the following key roles (now formally adopted as part of the Local Code of Governance):
 - To promote the well-being of the area and provide leadership to the community;
 - To ensure the provision of high quality services provided in-house, by private sector companies, jointly with other Councils or agencies, or by the voluntary sector;
 - To be accountable and provide stewardship for the use of public funds and resources;
 - To build a strong sense of community.

In fulfilling these roles the Council is committed to following the six core principles of good corporate governance identified in the CIPFA/SOLACE Guidance and how the Council is working towards achieving these principles is set out in the document "Principles of Good Governance"

- A single strategic partnership for the Borough is in place called the Test Valley Partnership. It brings together the key partner agencies from across the public and voluntary and community sector. It meets twice a year and provides a place in which the key strategic issues facing the borough can be discussed, joint work developed and statutory duties met.
- The Council has a clear vision of its purpose and desired outcomes for the short, medium and long term. These are encapsulated in its Corporate Plan through a range of corporate and service strategies and through four areas of focus as part of the Council's commitment to the Test Valley Partnership. There has been considerable consultation and stakeholder involvement in the development and progression of these plans and strategies and they are made available to the public through a variety of means including the Council's website and Test Valley News.
- The Council has published a Corporate Plan for 2019 / 2023 "Growing Our Potential" which was approved by the Council on 10/04/19. It has four main aims and an action plan detailing how these aims will be delivered. It is supported by a performance management framework (including performance indicators) to measure progress. In developing the plan previous priorities were reviewed, extensive consultation was undertaken with local people and elected Councillors whilst also considering external influences on the borough such as government policy. The Council was, last year, chosen to take part in a national innovation in democracy pilot sponsored by Central Government. This allowed the Council to develop further good practice in terms of community involvement through the running of a citizens assembly for a regeneration scheme in Romsey.

- This informed the setting of the Council's future priorities and is supported by a robust evidence base taking into account the views of over 2000 local residents, external influences and statistical bases. The Council formally reviews its progress and performance against its corporate priorities through an Annual Corporate Action Plan Report <https://www.testvalley.gov.uk/aboutyourcouncil/corporatedirection/corporate-plan-for-2019-to-2023> which is presented to Overview and Scrutiny Committee (OSCOM) and the Cabinet.
- Members of OSCOM undertake task and finish panel reviews. Once an area for review has been identified, the lead member/chairman of the panel presents the draft scoping document for the review to the full committee for consideration. A full report is then subsequently presented to OSCOM once the review has been completed or reached an appropriate stage. This process has ensured more effective and focused reviews and a clear line of responsibility to the main committee. In addition, there are standing panels; the Audit Panel and the Budget Panel which meet regularly throughout the year and cover scrutiny of all the financial activities of the Council. The standing panels report to OSCOM on a regular basis and bring any issues of concern to the attention of the Committee.
- The Council has in place a Medium Term Financial Strategy, updated annually, which supports the aims of the Corporate Plan.
- The quality and value for money of services provided to users is measured through the Authority's performance management system. This includes the measurement and review of performance against national and local performance indicators and actions taken to address areas for improvement. Performance is monitored regularly throughout the year by Performance Boards.
- The roles of the Cabinet, OSCOM, and other committees of the Council as well as specific roles assigned to the Leader, Deputy Leader, Portfolio Holders and senior officers of the Council are defined and documented within the Council's Constitution. The Constitution also clearly identifies the powers, duties and responsibilities delegated to the Deputy Leader, Portfolio Holders and Officers, and includes rules for how Council and committee meetings should operate and the relationship between Members and Officers.
- The conduct of Members and Officers is regulated by separate codes of conduct within the Council's Constitution. The Council's General Purposes Committee together with the General Purposes Employment Appeals and Ethics Sub-Committee promote high standards of conduct by Members and consider complaints made against Members. A comprehensive set of Human Resources policies ensures compliance with employment legislation and promotes good personnel practices. These include disciplinary and capability processes to deal with conduct or performance which is unacceptable. These policies and procedures are regularly reviewed and revised.

- The conduct of day to day Council business is regulated through policies and procedures such as Contract Standing Orders and Financial Regulations. These accord with good professional practice and were revised in 2017. The delegations to Members and Officers are kept continually under review and revised as appropriate.
- Elected members and all officers are aware of their obligations under equality legislation, as well as the standards of behaviour and language which are expected from representatives and employees of the Council. Ongoing training is provided for both Members and officers. Equality impact assessments are built into the Council's decision-making process. The Council has reviewed its corporate equalities objectives, alongside its duties under the new gender pay gap publication requirements. The Council continues to deliver training on the Equality Act 2010 to new members of staff and to Members. The Council published information that demonstrates compliance with the Equality Duty as defined by the Equality Act 2010 on its website in March 2018.
(<https://www.testvalley.gov.uk/aboutyourcouncil/corporatedirection/equality---diversity/equalities>).
- The Council has established Disability Focus Groups that contributed towards the development of the new Corporate Plan. . The groups are helping the Council and its partners on an ongoing basis.
- Section 11 of the Children Act 2004 places key responsibilities on district councils (as a statutory partner) with regard to safeguarding children and young people. The Care Act 2014 came into force in April 2015. This now places adult safeguarding on a statutory footing and requires district councils to pay due regard to our vulnerable adults in accordance with this legislation. The Council has adopted a Safeguarding Children, Young People and Vulnerable Adults policy and procedure to ensure compliance with these duties. On a regular basis the Hampshire Safeguarding Children Board requires all statutory partners to complete a Section 11 audit as a self assessment tool to assess their position in respect of its safeguarding duties. The last audit in 2019 identified that Test Valley Borough Council is compliant with Section 11 of the Children Act.
- The Council is introducing a new Council Tax discount that will exempt Care Leavers from Council Tax until their 25th birthday.
- The Council's approach to risk management is outlined in its Risk Management Strategy. Corporate risks are reviewed on a quarterly basis by the Council's Service Performance Boards and progress in managing the corporate risk register is reported to OSCOM on an annual basis. The Finance Portfolio Holder is the Council's Member Champion for risk management and risk management is embedded within the Council's processes e.g. reports to decision-making committees use a template which includes a section on risk assessment which must be completed before the report can be considered.

- The Council's OSCOM Audit Panel meets 3 times a year to undertake the core functions of an "audit committee". The terms of reference for the Audit Panel include:

Audit Activity

- To consider the Internal Audit Partnership Manager's annual report and opinion, and a summary of internal audit activity (actual and proposed) and the level of assurance it can give over the Council's corporate governance arrangements.
- To consider summaries of specific internal audit reports as requested.
- To consider reports dealing with the management and performance of the providers of internal audit services.
- To consider a report from internal audit on agreed actions not implemented within a reasonable timescale.
- To consider the external auditor's annual letter, relevant reports, and the report to those charged with governance.
- To consider specific reports as agreed with the external auditor.
- To comment on the scope and depth of external audit work and to ensure it gives value for money.
- To commission work from internal and external audit.

Regulatory Framework

- To maintain an overview of the Council's constitution in respect of contract standing orders, financial regulations and codes of conduct and behaviour.
 - To review any issue referred to it by the chief executive or a director, or any Council body.
 - To monitor the effective development and operation of corporate governance in the Council.
 - To monitor Council policies on whistleblowing and the anti-fraud, anti-corruption and anti-bribery strategies and the Council's complaints process.
 - To oversee the production of the authority's Annual Governance Statement and to recommend its adoption.
 - To consider the Council's arrangements for corporate governance and agreeing necessary actions to ensure compliance with best practice.
 - To consider the Council's compliance with its own and other published standards and controls.
- The Chief Executive is the Council's Head of Paid Service and has overall corporate management and operational responsibility for the way in which the Council delivers its services. The Head of Legal and Democratic Services is designated as the Council's Monitoring Officer and has responsibilities under section 5 of the Local Government and Housing Act 1989 for ensuring that the Council complies with relevant laws and regulations and internal policies such as Contract Standing Orders. The Head of Finance is designated as the Council's Section 151 Officer with responsibility for ensuring the "proper administration of financial affairs". The Head of Finance also has responsibility under section 114 of the Local Government Finance Act 1988 for reporting to the Council and the external auditor if the Council has made,

or is about to make, expenditure which is unlawful. These three statutory officers meet as necessary during the year to discuss significant corporate issues as they arise.

- The CIPFA statement on the Role of the Chief Financial Officer in Local Government (2010) requires the Chief Finance Officer to report directly to the Chief Executive and be a member of the 'Leadership Team', of equal status to other members. The Council does not strictly comply with this requirement in that the Head of Finance is not part of the Strategic Management Team (Chief Executive and two Corporate Directors) and reports to one of the Corporate Directors. However, in practice, the Head of Finance is able to report directly to the Chief Executive and Members as and when required, is a member of the Officers' Management Team, and is involved and consulted in all matters which have financial implications for the Council.
- The Council's Constitution contains a Confidential Reporting Code for Employees which safeguards "whistle-blowers" who raise legitimate concerns about the Council's actions and specifies how their concerns should be addressed. Financial Regulations require all staff to raise concerns about the use or misuse of Council resources with the Head of Finance or Internal Audit who will carry out an independent investigation of the circumstances. Internal Audit also actively encourages staff to raise matters of concern through "Speak Up" campaigns. A form is available on the Council's Intranet for staff to raise concerns (anonymously if desired) about the use of Council resources and this facility has been extended to the website so that members of the public can raise concerns in this area. The Council also has a formal complaints procedure for members of the public to raise issues, e.g. where they are dissatisfied with the service they have received, and an annual report is prepared for OSCOM summarising these complaints and how they were resolved.
- The Council has a detailed Anti-Fraud and Corruption Policy which sets out the roles, responsibilities of officers and Members and actions to be taken when fraud or corruption is discovered. In addition, an Anti-Bribery Policy has been approved to address the requirements of the Bribery Act 2010.
- The Democratic Services Manager is responsible for identifying and providing for councillors' training needs. The Council has a cross-party Member and Community Development Group which is supported by officers from a range of services. This Group has continued to work to promote an enhanced role for councillors that focuses on them acting as a catalyst for change to encourage communities to reach their full potential. This work has brought together the needs and expectations of our communities in order to make balanced decisions, and has ensured a culture of democratic accountability is embraced throughout the Council. The Group enables the Council to develop a programme of councillor training and development that is shaped by the councillors themselves ensuring that training and development activities offered are tailored to individual councillor needs as well as the needs of councillors generally, the council and communities. This work has been

shared with the Councillor Commission and has become a key part of the ongoing work that supports this national project.

- All new councillors are provided with induction training to assist them with understanding and successfully carrying out their different roles, with an ongoing programme of training and development provided on specific issues where appropriate e.g. planning, and to build key skills and knowledge.
- The Councillor Member and Community Development Group helped develop an extensive induction programme which was implemented for the new intake of councillors elected in May 2019.
- All officers also receive induction training and appropriate professional and skills training and development identified, for instance, through annual performance discussions.
- Work has continued during 2019/20 to develop and produce a People Strategy to shape the cultural direction and people management practices for the future to enable the Council to achieve its ambitions over the next 3-5 years. Whilst being able to respond to the changing needs of local government and the borough's residents this will form part of the Council's Corporate Framework with close links to the Corporate Plan and Medium Term Financial Strategy.
- The Council has in place various channels of communication with the community and other stakeholders. The Council's Consultation Portal provides a single link to all our current 'live' consultations, giving residents the opportunity to get involved, as well as access to details of the feedback from previous consultations. There are a number of tools in place to enable the Council to hear the widest range of views from local communities, in a consistent way, as part of an evidence led approach to decision making. These include:
 - Statement of community involvement.
 - Community Planning Toolkit.
 - Specialist advice and support through Community Engagement Officers and policy Team.
 - Equality objectives which set out how the Council will ensure an inclusive approach to consultation. As the Council's place-based approach has grown partnership websites such as Andover Vision and Romsey Future have been developed, where appropriate, due to the collaborative nature of the projects e.g. Romsey South of town Centre. Consultation and project information has been posted to these websites with clear links back to relevant Council Services.).
<https://www.testvalley.gov.uk/consultations>. Publications such as Test Valley News are sent to all households and the Council's website is an important source of information about the Council and its services. The Council's website has been designed to make it more accessible to residents and businesses of Test Valley and to make it easier to

undertake transactions online. A new External Communications Strategy has been produced to support the new Corporate Plan.

- The Council has identified its key partnerships and promotes good governance in those. The Council's Contract Standing Orders and Financial Regulations contain specific sections on partnerships and identify officer responsibilities in relation to the management and involvement in partnerships. Protocols and agreements are put in place for the management of significant partnerships.
- Covid 19 Governance - The Coronavirus pandemic which manifested towards the end of this reporting period has necessitated some interim amendments to processes and controls. These are being delivered in a controlled manner with appropriate advice to managers regarding the risk of error and fraud. The crisis has required the Council to be innovative and flexible in releasing funds in a swift and controlled way. Interim processes have been put in place to maximise the benefits to residents and businesses. Crises like this will inevitably attract individuals who see the opportunity for fraud. All managers have been reminded of the risk of fraud and the various forms it may take. Interim processes are designed with this particular risk in mind.

Review of effectiveness

The Council has responsibility for conducting, at least annually, a review of the effectiveness of its governance framework including the system of internal control. The review of effectiveness is informed by the work of the senior managers within the Authority who have responsibility for the development and maintenance of the governance environment, the annual report of the Internal Audit Partnership Manager, and also by comments made by the external auditor and other review agencies and inspectorates.

The effectiveness of the governance framework is maintained and reviewed through a number of mechanisms and processes:

Full Council is ultimately responsible for maintaining, revising and ensuring compliance with the Council's Constitution. The Head of Legal and Democratic Services reviews the Constitution at least annually to ensure that it is up to date with current legislation and best practice.

- The Cabinet has responsibility for the day to day operation of the Council's business unless that business is delegated specifically to another committee (e.g. Planning, Licensing) and ensuring that governance arrangements and compliance is adequate for the conduct of that business.
- As part of the Council's open and transparent approach, Overview and Scrutiny Committee has responsibility for scrutinising the decisions of the Cabinet and reviewing the Council's policies and functions and making recommendations to the Cabinet as appropriate.

- The Council's OSCOM and its Audit Panel takes responsibility for audit and risk management issues, reviewing the Council's work in these areas and monitoring the progress and performance of both Internal and External Audit.
- The Council's General Purposes Committee together with the General Purposes Employment Appeals and Ethics Sub-Committee have the role of promoting and maintaining high standards of conduct amongst Members and assisting them to observe the Authority's Code of Conduct. The work of the Sub-Committee is supported by the appointment of three Independent Persons and Parish representatives as required by the Localism Act 2011, The General Purposes Committee may receive reports as to the operation of the Code of Conduct in addition to which the General Purposes Employment Appeals and Ethics Sub-Committee will receive complaints about Member conduct and determine such complaints and direct or recommend any further action required consistent with the Localism Act 2011 and associated regulations.
- The Council's Internal Audit team, located within the Finance Service, carries out a continuous review of the Council's systems to provide independent assurance that the control environment is effective in achieving the Council's objectives. The team objectively examines, evaluates and reports on the adequacy of the control environment as a contribution to the proper, economic, efficient and effective use of the Authority's resources. The performance of the Internal Audit team is monitored by the Council's Audit Panel and Section 151 Officer. The Internal Audit Partnership Manager presents the Internal Audit Strategy and Annual Audit Plan to the Audit Panel and produces an Annual Report giving an opinion of the adequacy of the Council's systems of internal control.
- The Council participated in an LGA Peer Challenge in October 2018 providing an independent review across the following areas:
 - Understanding of the local place and priority setting
 - Leadership of Place
 - Organisational leadership and governance
 - Financial planning and viability
 - Capacity to deliver

In addition to the five core questions, the Council asked the team to consider the Council's approach to inclusive growth and development, particularly within the principal towns of Romsey and Andover.

The Peer Team published their findings and recommendations through a feedback report. The Council was recognised as being well-led and effectively managed, with the Council's current financial position comparatively strong. The Council was found to be self-aware with good officer/member relationships with a robust approach to strategic planning in place. The peer team felt that the Council could be more confident in communicating the contribution it is making to the communities it serves.

The Council considered the findings and produced and implemented an action plan approved by Cabinet which provides a focus for how the council will take forward the

recommendations highlighted by the peer team. A copy of the report can be found via the following link. [LGA Peer Review 2018](#).

A self assessment of the internal audit function's conformance with the Public Sector Internal Audit Standards (PSIAS) was carried out in March 2020. The Public Sector Internal Audit Standards are a mandatory requirement, the objectives of which are to:

- define the nature of internal auditing within the UK public sector,
- set basic principles for carrying out internal audit in the UK public sector,
- establish a framework for providing internal audit services, which add value to the organisation, leading to improved organisational processes and operations, and
- establish the basis for the evaluation of internal audit performance and to drive improvement planning.

The self assessment concluded that the function “generally” or “partially” conforms with the standards. There is evidence that the work the Internal Audit function has delivered is effective; especially around risk and performance. It contributes to and has influence in, the Authority on these areas. It is a highly respected service that is engaged with the Organisation and which provides on-going support in key areas, as well as effective assurance on controls.

Following an external assessment in March 2019 an action plan was compiled to address the gaps identified at the time and to ensure the function is fully effective both strategically and operationally. The action plan has been implemented during 2019/20 and reported to the Audit Panel. The only note to the 2019/20 Audit Opinion is in regards to the composition of the audit universe and audit plan for 2019/20. Due to the timing of the external PSIAS assessment, the audit plan for 2019/20 had already been created based on the existing audit universe which, following the assessment has been declared as inadequate. Therefore it is not possible to confirm that the Authority produced an audit plan which encompassed the key risks facing the council. By way of mitigation to this, the key fundamental system audits have been conducted under a new Risk based Auditing model providing confidence that the main financial audits of the Council have incorporated a robust risk assessment to ensure the scope is adequate in determining the risks associated with those activities.

On the basis of Internal Audit work completed in 2019/20, the Deputy Chief Internal Auditor of Portsmouth City Council is able to provide Substantial assurance in respect of the Council's risk management, control and governance arrangements. “Substantial Assurance” means that systems in place are generally sound, but some weaknesses have been identified which may put some of the control objectives at risk. These weaknesses have been identified and form the basis of the action plan appended to this Statement.

- The Council is regularly reviewed by the External Auditor (Ernst and Young LLP) who independently examines the Council's accounts and financial systems and who presents an [Annual Audit Letter](#) to Members, the latest available covering the financial year 2018/19. This was a positive report with

an unqualified opinion on the Council's accounts, system of internal control and arrangements to achieve value for money.

The emergence of the Covid 19 pandemic towards the end of March 2020 has had an unprecedented impact on the Council's governance arrangements for the remainder of the 2019/20 year and more significantly into 2020/21. These impacts will need to be evaluated, in line with government guidance and mitigation measures, and developed alongside the Council's strategic partners and Local Resilience Forum.

The date for final publication of the Council's accounts and Annual Accounts and Annual Governance Statement has also been put back to 30 November in England as a result of the Coronavirus pandemic. Once post Covid 19 assurance work has been undertaken, this Annual Governance Statement may need to be updated, prior to the new deadline, to reflect any governance changes or issues that arose.

ANNEX

Significant governance issues

Annex

The following identifies the significant governance issues to be addressed, the proposed action, timescale and lead officer.

Issue	Action to be Taken	Timescale	Lead Officer
<p>Climate Emergency Action Plan: The Council declared a Climate Emergency in September 2019. A draft action plan, setting out how the Council will reduce carbon emissions, is to be reported to Overview and Scrutiny Committee on 18th March and Full Council in April 2020.</p>	<p>To deliver the actions contained within the Climate Emergency Action Plan.</p>	<p>31/03/21</p>	<p>G Smith</p>
<p>South of Romsey Town Centre Masterplan: Working with Romsey Future the Council is due to complete the Masterplan by June 2020. The implementation of the Masterplan will require additional resources, project management and professional advice some of which will be externally procured.</p>	<p>To effectively manage the resourcing and complexity of the implementation of the Masterplan.</p>	<p>31/03/21</p>	<p>A Ferrier/G Smith</p>
<p>Andover Town Centre Masterplan: In consultation with the local community and Andover Vision the Masterplan is due for completion by July 2020. The implementation of the Masterplan will require additional resources, project management and professional advice, some of which will be externally procured.</p>	<p>To effectively manage the resourcing and complexity of the implementation of the Masterplan.</p>	<p>31/03/21</p>	<p>C Moore/P Jackson</p>

ANNEX

Issue	Action to be Taken	Timescale	Lead Officer
<p>Covid 19 Response and Recovery: The Local Resilience Forum (LRF) formally activated a Recovery Co-ordinating Group (RCG) on the 25 March. This multi-agency group involves strategic partners from across the LRF to develop a recovery plan with the aim <i>“to restore the social, economic and political wellbeing of Hants & the Isle of Wight”</i>.</p>	<p>To develop a local recovery plan for the Council and its communities. To seek to align this where appropriate with the LRF/RCG plan using the LRF mechanism as way in which to influence and tap into any wider resource or opportunities and to ensure a level of consistency on the key issues.</p>	<p>31/03/21</p>	<p>A Ferrier</p>

Affordable Housing Supplementary Planning Document

Report of the Planning Portfolio Holder and Housing & Environmental Health Portfolio Holder

Recommended:

- 1. That the Affordable Housing Supplementary Planning Document attached as Annex 1 to the report is adopted in order to provide detailed guidance on affordable housing development to support the policies adopted in the Local Plan.**
- 2. That the revised wording of Policy COM7 adjusted to reflect the updated National Planning Policy Framework be approved.**
- 3. That the Head of Planning Policy and Economic Development, in consultation with the Planning Portfolio Holder and the Housing and Environmental Health Portfolio Holder, be given delegated authority to make minor amendments to the Affordable Housing Supplementary Planning Document from time to time to reflect changes in guidance and legislation.**

Recommended to Council

SUMMARY:

- The purpose of this report is to consider the attached draft Affordable Housing Supplementary Planning Document (AH SPD) with a view to its adoption.
- The original draft document was subject to a public consultation process which ran from 30 August 2019 – 11 October 2019.
- Consultation responses were collated and a “Summary of Representations” table produced, which is attached as Annex 2.
- Members are asked to consider the revised document based upon the amendments made in response to the representations received, which will include updated guidance from the National Planning Policy Framework.

1 Introduction

- 1.1** Delivery of affordable housing remains a high priority for the Council through its new Corporate Plan 2019-2023. Over the last four years the Council has delivered more than 1000 new affordable homes, exceeding its target of 200 new homes per annum. To help to continue to secure affordable housing delivery an AH SPD has been produced.

APPENDIX B

- 1.2 This report is seeking approval from Members to adopt the revised Affordable Housing Supplementary Planning Document which will give advice on the detailed requirements of the affordable housing policies set out in the Test Valley Borough Revised Local Plan 2016.
- 1.3 Members are also asked to note and approve the revised wording of Policy COM7 which reflects the changes brought in by the revised NPPF published in February 2019. The NPPF requires that all “major developments”, defined as developments of 10 or more homes should provide on-site affordable housing. The previous COM7 had a threshold of 11+ dwellings. COM7 has therefore been amended to reflect the lower threshold of 10 dwellings.

2 Background

- 2.1 The Test Valley Borough Revised Local Plan 2016 sets out the Council’s requirements in terms of affordable housing delivery through policies COM7, COM8 and COM9. Those policies set out the key principles only, and an Affordable Housing Supplementary Planning Document is required to supplement those policies in order to provide detailed guidance and ensure that affordable housing is developed, managed and maintained to a high standard.
- 2.2 In August 2019 the Council publicised its draft Affordable Housing Supplementary Planning Document together with its Draft Affordable Housing Advice Note, with a public consultation process being undertaken between 30 August and 11 October 2019.
- 2.3 A number of representations were received from interested parties, including landowners, developers, planning consultants, and Registered Providers. A summary of the representations made are attached as Annex 2.
- 2.4 All representations were recorded and considered alongside the draft document, and officers from Planning Policy and Housing Development discussed and agreed on any required amendments. This included the decision to combine the contents of the draft Affordable Housing Advice Note with the main Affordable Housing Supplementary Planning Document to prevent duplication of information and remove confusion. The only topic which will remain as a separate Advice Note is Vacant Buildings Credit. This is due to the fact that there is limited planning guidance on the matter, and there is a likelihood of the approach to Vacant Buildings Credit being updated when any cases are tested at appeal.
- 2.5 If adopted the SPD will supersede the existing SPD 2009 and the Policy COM7 Planning Advice Note 2017.

3 Corporate Objectives and Priorities

- 3.1 The Council’s Corporate Plan 2019-2023 Growing Our Potential, includes four strategic aims for the Council over the next four years and beyond. One of the four strategic priorities is “Growing the Potential of People”. Within that theme the Council sets out its priorities in addressing housing needs.

APPENDIX B

- 3.2 With the adopted Local Plan setting out the key policies in respect of affordable housing development, the Affordable Housing Supplementary Planning Document will complement those policies and provide detailed guidance to developers, landowners and housing providers to ensure that the right type of affordable homes are built in order to address the needs of a range of customers.

4 Consultations/Communications

- 4.1 A public consultation exercise was undertaken between 30 August and 11 October 2019 in accordance with the legal requirement and the Council's Statement of Community Involvement. A number of representations were received, all of which were recorded and given detailed consideration by officers from Planning Policy and Housing Development. The Summary of Representations attached at Annex 2 details each representation that was made, together with comments from Council officers. The table also shows how each change was considered, together with the detail of any changes that have been made.

5 Options

- 5.1 The attached document reflects the agreed changes made as a result of the public consultation exercise, but also includes updated changes made by the Council's Housing Development Team which are considered necessary in order to reflect the up to date changes in the National Planning Policy Framework, and to make the document clearer to read. As a result the document will look reasonably different to the document that was subject to the public consultation exercise, although there are no material changes which would affect policy requirements.
- 5.2 Members need to consider whether or not to adopt the revised document.

6 Option Appraisal

- 6.1 **Option A** – Agree to adoption of the attached document.

Advantages: Adoption of the document will assist affordable housing delivery which is a corporate aspiration in light of the levels of affordable housing need, and high house prices in the borough. The adopted document would be made available on the council's webpages immediately upon adoption to assist developers, landowners and housing providers in developing affordable homes to meet the Council's requirements.

Disadvantages: None

- 6.2 **Option B** – Not to agree adoption of the document

Advantages: None

Disadvantages: If a decision is made not to adopt the document we can still continue to seek affordable housing provision, although it will make negotiations more difficult, and more lengthy due to lack of clear guidance around the Council's adopted policies.

APPENDIX B

6.3 Option A is the recommended option.

7 Risk Management

7.1 A risk assessment has been completed in accordance with the Council's Risk Management Methodology and the existing risk controls in place mean that no significant risks (Red or Amber) have been identified.

8. Resource Implications

8.1 There are no resource implications of Option A which is the recommended option.

9. Legal Implications

9.1 Once adopted as an SPD the document will form part of the Council's suite of planning documents. In order to achieve the status the necessary regulations have been complied with.

10 Equality Issues

10.1 An EQIA screening has been completed and no potential for unlawful discrimination and/or low level of minor negative impact identified. A full EQIA has not been carried out.

11 Other Issues

11.1 Community Safety

11.2 The Affordable Housing Supplementary Planning Document seeks to ensure the development of well-designed housing that can contribute to reducing crime and create places where people wish to live and work.

11.3 Environmental Health Issues

11.4 None

11.5 Sustainability and Addressing a Changing Climate

11.6 The Affordable Housing Supplementary Planning Document sets out guidance to secure sustainable developments across the borough.

11.7 Property Issues

11.8 None

11.9 Wards/Communities Affected

11.10 All wards are potentially affected as the guidance in the Affordable Housing Supplementary Planning Document is applicable to all affordable homes built across the borough.

APPENDIX B**12 Conclusion and reasons for recommendation**

- 12.1 The attached Affordable Housing Supplementary Document provides detailed guidance to all parties involved in the development of affordable housing in Test Valley. The production of this document has been a joint project between Planning Policy and the Housing Development Team, and has been widely consulted upon, with all consultation responses being fully considered and acted upon where appropriate. It is recommended that this revised draft document be adopted so as to provide clear guidance on future developments and strengthen the Council's policy position.

<u>Background Papers (Local Government Act 1972 Section 100D)</u>			
Test Valley Borough Revised Local Plan DPD Adopted Local Plan 2011-2029 (2016) Test Valley Borough Council			
<u>Confidentiality</u>			
It is considered that this report does not contain exempt information within the meaning of Schedule 12A of the Local Government Act 1972, as amended, and can be made public.			
No of Annexes:	3	File Ref:	N/A
(Portfolio: Planning Policy) Councillor Nick Adams-King (Portfolio: Housing & Environmental Health) Councillor Phil Bundy			
Officer:	Helen Taylor Graham Smith	Ext:	8620 8141
Report to:	Cabinet	Date:	15 July 2020

Test Valley Borough Council

Affordable Housing Supplementary Planning Document

June 2020



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Section 180 (5) (d) Planning Act (2008) removed the compulsory requirement for a Sustainability Appraisal for a Supplementary Planning Document (SPD). It is not considered that this SPD would have a significant social, environmental or economic effect, therefore this document has not been subject to assessment under the Strategic Environmental Assessment Directive 2001/42/EC and The Environmental Assessment of Plans and Programmes Regulations 2004.

1. Introduction

- 1.1** Test Valley is a predominantly rural borough covering 62,758 hectares on the western side of Hampshire. In 2019 there was an estimated 55,666 households within the Borough with an estimated increase of 5.4% to 59,201 households by 2023.¹
- 1.2** The Borough is planning for 10,584 new homes from 2011 – 2029 which is an annualised average of 588² homes a year to keep up with the increased prediction of new households. It is estimated that in each year up until 2029 that 206 of these additional homes should be affordable homes, assuming an average of 35% of total homes would be affordable.

- 1.3** The average property price in Test Valley was 8.5 times the average salary for the area in 2014³ and this has risen to an affordability ratio of 10.05 times in 2018⁴. A household is considered able to afford to buy a home if it costs 3.5 times the gross household income⁵. At a time when government funding for the delivery of affordable homes is being reduced, it is important that affordable housing continues to be delivered to provide opportunities for a good quality of life and mixed and sustainable communities in Test Valley.
- 1.4** The ability to access a home that is affordable is an important factor in reducing reliance on the expensive private rented sector and reducing potential recruitment challenges for employers in areas of high house prices, enabling businesses to grow.

Scope of this document

- 1.5** The purpose of this Supplementary Planning Document (SPD) is to provide advice on how the Council's affordable housing policy, as set out in Policy COM7: Affordable Housing of the Test Valley Borough Revised Local Plan DPD 2011 – 2029 (RLP), is to be implemented. It does not introduce new policy but supplements existing policies in the Council's adopted RLP.
- 1.6** A key aim of Policy COM7 is to increase the amount of affordable housing delivered through the planning system. This document provides advice for landowners, developers including affordable housing providers and other providers of affordable housing and planning agents. This SPD should be used to inform pre-application proposals and planning applications to ensure high quality and successful applications are made which deliver affordable housing reflecting local needs.
- 1.7** The SPD sets out the mechanism for securing affordable housing on residential development sites and financial contributions for affordable housing to be secured off-site where required. Guidance on the criteria for affordable housing, including thresholds and percentages applicable also forms part of this document. Policies

³ *Housing Strategy 2016 - 2019*

⁴ www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearning-slowerquartileandmedian (Table 5c)

⁵ *Review of Housing Evidence Base and Assess Housing Need in Test Valley July 2016*

¹ *Test Valley Borough Council's Corporate Plan 2019 - 2023*

² *Test Valley Borough Revised Local Plan DPD 2011 - 2029*

COM8 “Rural Exception Affordable Housing” and COM9 “Community Led Development” also relate to the delivery of affordable housing.

- 1.8** This document explains what the Council will expect from a viability assessment, so that the requirement for affordable housing is embedded into land values. It also sets out how public subsidy should be used to ensure affordable homes are delivered where there are viability issues.

The SPD also provides advice on Section 106 agreements (S106), which will be used to secure the provision of affordable housing on new residential development proposals.

Status and Use of this Document

- 1.9** This SPD has been prepared in accordance with relevant legislation⁶, and is a material consideration in the determination of planning applications. It should be taken into account during the preparation of proposals for residential and mixed use development from the inception stages and therefore when negotiating site acquisitions and undertaking development feasibility.

⁶ *The Town and Country Planning (Local Planning)(England) Regulations 2012*

2. Legislative and Policy Context

- 2.1** Local authorities must comply with statutory duties to provide housing for households in local housing need and to prevent and relieve homelessness.

National Planning Policy Framework

- 2.2** The National Planning Policy Framework (NPPF) 2019 provides the overarching national planning policy, with which local planning documents must conform.
- 2.3** The NPPF defines the first part of affordable housing as:
- “Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions”*

- 2.4** The NPPF seeks to significantly boost the supply of housing⁷ and to achieve healthy, inclusive and safe places⁸. Specifically, paragraph 62 of the NPPF requires local planning authorities to identify where affordable housing is needed and set policies for meeting this need on site (unless off-site provision or a financial contribution can be robustly justified and leads to creating mixed and sustainable communities).
- 2.5** To encourage re-use of brownfield land, any affordable housing contribution may be off-set by the amount of existing gross floor space, provided that vacant buildings are being reused or redeveloped.
- 2.6** On major sites at least 10% of the homes planned on the site should be available for affordable home ownership as part of the overall quantity of affordable housing being sought, although there are some exceptions to this⁹.

⁷ Paragraph 59, NPPF February 2019

⁸ Paragraph 91, NPPF February 2019

⁹ Paragraph 64, NPPF February 2019

Test Valley Borough Council Corporate Plan 2019-2023

2.7 Homes delivered to a decent standard lie at the core of a good quality of life. Through Test Valley Borough Council's Corporate Plan 2019 – 2023, the Council's priorities focus around using our investing approach in Test Valley to grow the potential of:



Town Centres to adapt and be attractive, vibrant and prosperous places



Communities to be empowered and able to build upon their strengths



People to be able to live well and fulfil their aspirations



The Local Environment for current and future generations



Test Valley Borough Revised Local Plan DPD 2011 - 2029

2.8 The Test Valley Borough Revised Local Plan DPD 2011 – 2029 (RLP) sets out a vision for the future development of the borough. The objectives of the RLP include :

- Provide for the future housing needs, types and tenures within the borough
- Promote the appropriate scale of development in settlements in keeping with their size, character and function
- Create sustainable communities, locating development where daily needs for employment, shopping, leisure, recreation, education, health and other community facilities are accessible by sustainable modes of transport

2.9 To enable these objectives to be met, the RLP includes three policies related to the delivery of affordable housing. They are:

- **Policy COM7: Affordable Housing**
- **Policy COM8: Rural Exception Affordable Housing**
- **Policy COM9: Community Led Development**

3. How Affordable Housing is Delivered in Test Valley

The following table sets out the roles of various partners involved in delivering affordable housing in Test Valley:

Delivery of new homes

Developers and House Builders	<ul style="list-style-type: none"> The majority of affordable homes are delivered by developers on private sites through S106 agreements. Private house builders therefore have a crucial role to play in ensuring affordable homes are delivered alongside market homes. In rural settlements, the development of market housing can cross-subsidise the delivery of affordable homes, without relying on public subsidy.
Affordable Housing Providers	<ul style="list-style-type: none"> Independent housing associations, charitable organisations and companies. Provide and manage affordable housing, particularly Affordable and Social Rent products and Shared Ownership.
Help to Buy Agent	<ul style="list-style-type: none"> Hold a register and process applications for people seeking to buy an affordable home through Help to Buy schemes, or rent an open market property Advertise available homes for rent or sale. Checks eligibility of housing applicants and assists them through the process of buying or renting.
Hampshire Home Choice	<ul style="list-style-type: none"> Administers the Housing Register and allocates affordable homes to rent.
Housing Services - Test Valley Borough Council	<ul style="list-style-type: none"> Provide affordable housing advice to housing applicants. Negotiate affordable housing level, tenure and type. Advise on the location of the affordable housing on the site to ensure the homes are integrated and pepper-potted throughout the site. Enabling role to bring forward delivery.
Planning Services – Test Valley Borough Council	<ul style="list-style-type: none"> Advise planning applicants of planning issues and obligations. Determine planning applications.
Elected Members – Test Valley Borough Council	<ul style="list-style-type: none"> Determine Council policy, and promote and encourage affordable housing delivery.

4. Housing Need in Test Valley

- 4.1** Government guidance on Strategic Housing Market Assessments sets out a model for assessing housing need (known as the Basic Needs Assessment Model). This model was used in the Test Valley Borough Council Strategic Housing Market Assessment (SHMA 2014). Housing need is defined as the number of households who lack their own housing or who live in unsuitable housing and who cannot afford to meet their housing needs in the market.
- 4.2** There are around 2,250 households in Test Valley living in unsuitable housing (across all tenures). This figure is consistent with data from the Council's Housing Register which as of February 2020 showed 2,134 households on the register and in need.¹⁰ In addition there were 952 applicants on the Help to Buy Agent's register as of February 2020.



- 4.3** Up to 2031 it is anticipated that an estimated 557 households are expected to fall into housing need¹¹. These are households that are not able to afford to buy their own home or afford market rents and are living in unsuitable accommodation.
- 4.4** Local Housing Allowance (LHA) was introduced in 2008 to calculate the amount of housing benefit families and individuals living in private rented accommodation would be entitled to. There has been a reduction in Local Housing Allowance as a result of welfare reform measures that were introduced from 2011 (and with additional measures introduced in subsequent years). Reforms included a shift from assessing LHA levels at the 50th percentile of local market rents, removing the ability for claimants to achieve a £15 excess through their

LHA claims in certain circumstances, and freezing the index linkage of LHA to the Consumer Price Index such that inflationary increases ceased from April 2013. The LHA levels have been index linked once again from April 2020. Furthermore, a cap was introduced in 2011 limiting the amount of LHA claimants can receive, dependant on the number of bedrooms the property has. LHA is now limited to a maximum of 4, instead of the previous 5, bedrooms. Under the LHA rules, eligible individuals under the age of 35 can only receive the Shared Accommodation Rate (SAR). The SAR is the maximum amount of housing benefit an individual can receive when renting a room in a shared house from a private landlord. This type of accommodation does not constitute Affordable Housing. The benefits system may be subject to further change. This reflects the position with regard to LHA at the time of writing.

¹⁰ Hampshire Home Choice February 2020

¹¹ Test Valley Borough Council Strategic Housing Market Assessment, paragraph 7.57

5. What is Affordable Housing?

- 5.1** Affordable housing is formally defined in the NPPF to provide a number of different types of housing to meet the needs of those who cannot afford to buy on the open market or rent privately. At the time of writing, the NPPF (2019) defines a number of different types of affordable housing including Affordable Housing for Rent, Starter Homes, Discount Market Sales and other routes to home ownership such as Shared Ownership homes.
- 5.2** From time to time the government introduces new affordable home ownership initiatives and the products that can be considered at the time of application may differ from those specified in this document. Any new initiatives will be given due consideration subject to the existence of detailed planning guidance, and subject to the product being genuinely affordable to those with a local housing need.



Affordable Rented and Social Rented Homes

- 5.3** For those households on the lowest incomes and those to whom the Council owes a re-housing duty (including those on the Council's Housing Register), the Council requires an element of affordable housing to be provided as Social Rent and/or Affordable Rented housing. Affordable and Social Rented housing relates to housing let by Affordable Housing Providers to eligible households via the Council's Housing Register. In Test Valley, the Housing Register is often referred to as 'Hampshire Home Choice'.
- 5.4** The Council accepts both Social Rented and Affordable Rented homes owned and managed by Affordable Housing Providers as meeting local need, albeit rents under the Affordable Rent regime must be affordable for those on the Housing Register in order for them to meet need (see also subsequent paragraphs and particularly 5.7 below).
- 5.5** Social Rented housing is owned and managed by Affordable Housing Providers and is for eligible households whose needs are not met by the market, for which guideline target rents are determined through the national rent regime. Social Rented housing should be made available in perpetuity.
- 5.6** Affordable Rented housing is also owned and managed by Affordable Housing Providers and is for eligible households whose needs are not met by the market. Affordable Rents must not exceed 80% of the local market rent, inclusive of service charges and must

not exceed the Local Housing Allowance (LHA) for the relevant property type in the relevant location. This is to ensure that in high value areas the affordable homes can still be affordable to those on lower incomes and who may require financial assistance towards meeting the cost of their rent. Affordable Rented housing should be made available in perpetuity.

5.7 The affordability of larger homes in Test Valley (3+ beds) provided for Affordable Rent at 80% of market value is beyond the reach of many families on low incomes. We therefore require the larger homes to be delivered as Social Rented housing.

5.8 The Valuation Office Agency (VOA) is responsible for calculating the LHA levels for different property sizes in different areas of the borough. They apply a list of rents that are paid for private sector tenancies across the broad rental market area for each property category. There are four broad rental market areas (BRMAs) in Test Valley namely Basingstoke, Salisbury, Southampton and Winchester.

Build to Rent

5.9 Build to Rent is purpose built housing that is typically 100% rented. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control. Affordable Rented and Social Rented homes provided by Affordable Housing Providers remains the Council's preference for meeting the needs of households seeking rented housing as this provides long term assured tenancies and the administration and management arrangements are transparent and subject to national government regulations setting minimum standards.

Starter Homes

5.10 The principle of Starter Homes was introduced through the Housing and Planning Act 2016. Starter Homes have been included in the definition of Affordable Housing in the National Planning Policy Framework. Secondary legislation remains outstanding and the government no longer has a dedicated budget for the delivery of Starter Homes. This tenure is not, therefore, currently supported by the Council. It is neither a local nor national priority for delivery.

Discount Market Sales Homes

5.11 Discount Market Sales housing is a route to affordable home ownership where the property is discounted by at least 20% below local market levels. It provides homes for first time buyers but should be no more than 3 bedrooms having regard to affordability and local incomes. These homes must be genuinely affordable to local people, based on incomes and house prices. Proposed sales values will be assessed against similar properties in the local area.

- 5.12** To ensure Discount Market Sales homes are affordable and remain so, a restriction on the disposal price to an amount not exceeding a specified percentage of the market value will be imposed, together with an obligation requiring any subsequent purchaser to enter into a similar restriction. This is achieved through the S106 agreement which will effectively require subsequent purchasers to enter a deed of adherence to the terms of the S106 agreement. A note may also be registered on the title of the property at the Land Registry requiring a certificate from the Council that the relevant terms of the S106 agreement have been complied with, before a new owner's interest can be registered.
- 5.13** Eligible households for first and future purchasers of Discount Market Sales homes must be registered and eligible to be on the Help to Buy Agent's register, or any successor organisation, being the register of low cost home ownership need.
- 5.14** The Council will also seek to ensure that Discount Market Sales homes are the only residence of the applicant and are not purchased by buy-to-let investors, or sub-let at any future point.
- 5.15** Developers are encouraged to consider the level of discount necessary to ensure affordability at an early stage in

the development process. Advice can be provided at pre-application planning stage by the Housing Development Team. The Housing Development Team will advise the developer of the required maximum price of a property on a site by site basis. For avoidance of doubt, discounted market housing does not include properties merely because they are at the cheaper end of the market or because they are otherwise sold at less than market value, as generally they would still be more expensive than people in housing need could afford.

Rent to Buy

- 5.16** Subsidised rented homes can be provided by private sector housing or by Affordable Housing Providers, including Rent to Buy. Such homes should be made available in a form which is equivalent to Affordable Rented homes provided by Affordable Housing Providers in terms of affordability. The monthly rent is capped at 80% of market rents or the Local Housing Allowance, whichever is the lowest. Households must earn less than £80,000 a year and an affordability check will be carried out to ensure that the applicant can afford the rent from the start and can realistically purchase a share in the property in the future.

Shared Ownership

- 5.17** There are a number of Shared Ownership products delivered by Affordable Housing Providers and private developers.
- 5.18** Shared Ownership enables the occupant to purchase an equity share in their home, starting at 25% of the equity, via a conventional mortgage. Rent will then be charged on the unsold equity and shall not exceed 2.75% of the value as specified by Homes England. This is so that parity is maintained between the value and the rent of the property. Typically a maximum of 50% equity share is sought in the first instance. Purchasers are able to acquire additional shares up to 100% of the equity. In a Designated Protected Area, however, this may be limited to 80% of the equity, unless the Affordable Housing Provider covenants to repurchase the home.
- 5.19** All Shared Ownership homes shall be disposed of by the grant of a lease in the form of the Homes England Model Form of Shared Ownership Lease, or such other form agreed in writing by the Head of Housing and Environmental Health or other senior officer with relevant authority. Nominations are via the Help to Buy Agent or its successor.

5.20 Given the typical income levels of prospective purchasers in Test Valley and the high open market values for Shared Ownership properties, especially in rural areas, the Council will seek to establish the total monthly costs, including the rent element. Shared Ownership homes must be genuinely affordable based on local incomes. The mechanism for delivery will be secured through the S106 agreement.

Shared Equity

5.21 Shared Equity enables the occupant to purchase an equity share in their home via a conventional mortgage. The Affordable Housing Provider retains a mortgage or charge on the property for the remaining equity and there is no rent or interest charged on this share. Purchasers are able to staircase to 100% ownership, except in Designated Rural Areas where there may be a cap of 80%.

5.22 Upon resale, if the purchaser has not staircased to 100% ownership, the equity loan is paid to the new purchaser in relation to the percentage share retained. For instance, if 75% share purchased and 25% equity charge to the Affordable Housing Provider, 25% of the resale value at the time of the sale, would be payable to the Affordable Housing Provider to maintain the equity charge.

5.23 Nominations are via the Help to Buy Agent or its successor. Shared Equity should be affordable to those applicants on the Help to Buy Register with a joint income of no more than £80,000 per year. First sales would normally have an equity share of 50% to 75% of open market value.

Types of Affordable Housing for Specialist Groups

Older Persons and Specialist Housing

5.24 The Council's Housing Strategy for meeting the needs of older people is to ensure there are options to support people to remain in their own homes where it is appropriate for them to do so, whilst developing a range of alternative housing options to meet the aspirations and needs of older people who may need to move or who may be looking to downsize. This includes supported housing schemes where homes are provided together with additional communal space and facilities, and self-contained general needs homes. New housing for older people should be capable of being adapted to the changing needs of the occupants, including accommodating a wheelchair (consistent with Part M of the Building Regulations, or successor regulations). The form and level of

provision will vary through negotiation with the Housing Development Team.

5.25 Proposals for types of specialist and age-targeted housing, for example sheltered or Extra Care will generally (but not always) fall within Use Class C3 as set out below and will be subject to affordable housing requirements and should:

- **Be individual self-contained units of accommodation**
- **Have individual occupancy rights as tenant or leaseholder**
- **Provide housing management services to all residents**
- **Provide communal facilities within the development**
- **Provide access to 24 hour care and support services available to meet the need of the individual resident**
- **Be based on housing needs and demographic data indicating an increasing requirement for housing suitable for older people, including those with physical disabilities.**

5.26 The Council is also required to meet the needs of other customer groups who require specialist forms of housing, for example supported housing for young people and other vulnerable groups.

Extra-Care Housing

- 5.27** To meet the needs of an increasing proportion of older people within the local population, and to provide a choice of care for those with particular care requirements, Extra Care housing schemes can provide an appropriate way of meeting those requirements in schemes that meet a range of different levels of need.
- 5.28** As with any new development site that meets the threshold requirements for the provision of affordable housing, the affordable housing contribution within any proposed Extra Care scheme will be subject to negotiation, taking into account the prevailing needs in the borough. This may include the need for a mixed tenure Extra Care scheme, to include Extra Care homes for affordable/social rent, and/or for shared ownership. Alternatively it may require general needs affordable housing provided on the same site as the proposed Extra Care. The Council works closely with Hampshire County Council's Adult Social Care services to ensure there is evidenced need for further Extra Care, at any given time. Extra Care will not be supported on any new development site where there is no demonstrable need or requirement for its provision.

- 5.29** The Council encourages Extra Care proposals to adhere to HAPPI design principles (Housing Our Ageing Population: Panel for Innovation, June 2009). The HAPPI principles are based on 10 key design criteria. Many are recognised as good design relevant to older person's housing and include good light, ventilation, room to move around, storage et cetera. Importantly, the design principles focus on the property being able to adapt to the occupants' changing needs over time.
- 5.30** The government recommends that developments providing affordable housing incorporate the HAPPI principles where funding for Extra Care schemes is applied.

Self-Build / Custom Build Housing

- 5.31** Self-build housing is designed and built by an individual for their own occupation. Custom build housing involves an individual or a group of individuals commissioning a developer to provide serviced plots and build homes on their behalf. The level of involvement that the customer has on the specification and the build element will vary according to the type of scheme that is planned. On some sites a developer will provide serviced plots and design the basic layout of the homes, with the end user having

input into the detailed design. In other circumstances the developer may build the homes to a fairly advanced stage, with the end user having choice in the context of internal finishes in the property. Self or custom build housing may be delivered as affordable housing.

- 5.32** Where self-build plots are considered feasible for affordable housing, planning obligations in a Section 106 agreement will control occupancy, re-sale and maximum sale or rent prices that can be charged. Where self-build housing is not feasible for affordable housing, a commuted sum in lieu of on-site affordable housing will be secured in accordance with method outlined in Annex 1.
- 5.33** In all circumstances where a developer or affordable housing provider may be considering the delivery of a self-build or custom build scheme in Test Valley, it is recommended that they enter into early discussion with the borough council's Planning and Housing Development teams. Self-build is covered further in Section 6 below.

6. When is Affordable Housing Required On-site?

- 6.1** The aim of Policy COM7: Affordable Housing, is to provide a proportion of affordable housing on residential development sites to address the needs of Test Valley residents who cannot afford to buy their own home or afford private market rents. The percentage of affordable housing to be delivered on site differs according to the location and scale of the site. The smaller the site, the lower the percentage of affordable housing required.

- 6.2** In response to the changes in the NPPF published in February 2019, the revised wording of Policy COM7 (as it is now being applied) is as follows:-

The Council will negotiate on housing sites:

- a) **In the Undesignated Area¹² of a net gain of:**
- **15 or more dwellings (or sites of 0.5ha or more) for up to 40% of dwellings to be affordable;**
 - **10-14 dwellings (or sites of 0.34-0.49ha) for up to 30% of dwellings to be affordable; and**
- b) **In the Designated Rural Area¹³ of a net gain of:**
- **15 or more dwellings (or sites of 0.5ha or more) for up to 40% of dwellings to be affordable;**
 - **10-14 dwellings (or sites of 0.30 -0.49ha) for up to 30% of dwellings to be affordable;**
 - **6-9 dwellings (or sites of 0.22-0.29 ha) a financial contribution equivalent to up to 20% of dwellings to be affordable;**

and which is secured via a legal agreement.

In assessing the suitability of such sites for the provision of affordable housing the Council will take into account the size, suitability and the economics of provision.

Development should provide for the appropriate integration of affordable housing and market housing, in order to achieve an inclusive and mixed community

¹² Comprising the parishes of: Andover, Charlton, Enham Alamein, Romsey, Romsey Extra, North Baddesley, Nursling and Rownhams, Valley Park and Wellow (excluded from those defined as within a Designated Rural Area by SI 2004 No. 2681).

¹³ See Annex 2

- 6.3** As defined by legislation¹⁴ parts of the Borough are designated as rural areas. All parishes are designated except for the parishes of Andover, Charlton, Enham Alamein, Romsey and Romsey Extra, North Baddesley, Nursling & Rownhams, Valley Park and Wellow. These are classed as Undesignated Areas. Please see Annex 2 for a map of designated areas. In designated areas the Council will seek a financial contribution from sites of 6-9 dwellings.
- 6.4** Thresholds for the provision of affordable housing on site differ depending on whether the site is in a designated or undesignated rural area. Where the percentage of affordable housing to be delivered on site does not equate to a whole number, a financial contribution will be required for the remaining part dwelling to be provided off-site. The methodology for calculating contributions for off-site affordable housing provision is set out in Annex 1.
- 6.5** Policy COM7 applies to all types of residential development falling within Use Class C3 that are within the thresholds set out within Policy COM7, including the change of use to residential use, sheltered and Extra Care housing.
- 6.6** A proposal for self-build or custom build housing, whether on its own or as part of a larger traditional housing scheme, will be required to provide a proportion of affordable housing and to comply with Policy COM7 if it meets the policy triggers. Self-build or custom build housing may be considered as affordable housing if it is demonstrated that local open market house prices and rents are unaffordable.
- 6.7** As stated in Policy COM7, the Council will seek to secure affordable housing, or a financial contribution for off-site provision, via a S106 agreement or a Unilateral Undertaking (UU).
- 6.8** The Council will approach the negotiation of affordable housing in a positive and flexible way in order to facilitate sustainable development whilst at the same time maximising both the amount and quality of affordable housing. The Council's starting point is to seek:
- **Local Plan policy levels of affordable homes**
 - **On site provision**
 - **A tenure target of at least 70% Affordable Rented or Social Rented housing**
- 6.9** However, the Council will be mindful of the economic climate and the impact that affordable housing requirements can have on development viability. Section 10 details guidance on submitting viability information where applicants consider that policy levels of affordable housing cannot be provided without undermining the economic viability of the proposal.
- 6.10** The precise mix and tenure for provision on site will be specified in the S106 agreement or UU.
- 6.11** Schemes which provide self-contained accommodation for older people with an age restriction, for example retirement flats for over 50's, will be required to contribute towards affordable housing as are other forms of Use Class C3 residential homes.
- 6.12** The Council reserves the right to seek on-site provision within retirement schemes in the first instance. However, it is recognised that such developments may not be viable for on-site affordable homes due to factors such as high service charges, management arrangements and communal facilities. In these circumstances, the Council may at its discretion negotiate off site contributions from retirement schemes to put towards affordable housing provision elsewhere.

¹⁴ *Housing (Right to Buy)(Designated Rural Areas and Designated Regions)(England)(No.2) Order 2004, SI 2004:2681 made under s157(1)(c), Housing Act 1985*

6.13 Extra Care schemes will be subject to planning obligations under S106 agreements depending on the specific characteristics of the relevant scheme. The obligation to make an affordable housing contribution will depend on which Use Class the Council considers the scheme to be. A change of use application to C3 Use at a later date might become subject to the provisions within Policy COM7 in relation to affordable housing.

6.14 The Council will take all the characteristics of a scheme into account in determining the Use Class and will not consider any one factor as the defining criterion. Factors that differentiate Use Classes C2 and C3 are those relating to the predominant level of care provided and whether it is provided as a condition of residency, which is more likely to indicate C2 classification. However, receiving a care service does not in itself necessarily determine it as C2 accommodation if it is not a requirement. If the level of care provided is high or equivalent to the service normally associated with residential care homes, a C2 classification would be indicated.

Site Area Equivalent Thresholds

6.15 For each of the threshold steps in the sliding scale approach for the amount of affordable housing sought and negotiated, in addition to the number of dwellings, a site area is given in brackets i.e. 6-9 dwellings (or sites of 0.22-0.29ha).

6.16 This area of land is broadly equivalent to the size of site (excluding constraints) reasonably expected to deliver the number of dwellings in that step of the sliding scale, assuming an average density of development. The purpose of the equivalent site area threshold is to avoid an applicant being able to deliberately reduce the number of dwellings below a threshold purely in order to reduce the amount of affordable housing able to be sought, when in planning terms a higher number of dwellings could be appropriately accommodated.

6.17 Policy COM7 includes wording that 'in assessing the suitability of such sites for the provision of affordable housing the Council will take into account the size, suitability and the economics of provision'. The Council will therefore take a pragmatic approach to how the site area equivalent thresholds are

interpreted and applied. Only the 'net developable area' (gross site area less taking account of planning constraints) of the application site will be considered as being eligible for consideration. To determine the level of affordable housing provision the starting point and key consideration will be the number of dwellings threshold.

6.18 Of primary relevance is the suitability of the proposed development assessed on its own merits. The site area equivalent threshold would only be a relevant consideration if it was considered that the site could reasonably accommodate a higher number of dwellings than the number being proposed.

6.19 A proposed development will therefore be assessed on its own merits to determine whether it is acceptable in all other planning respects and appropriately takes account of both site specific constraints and the characteristics of the area. Relevant factors would include for example: heritage, nature conservation, trees, landscape and flood risk designations and constraints, and the shape and topography of the site, together with more generally; its location and the character of the area and the nature and density of development in the locality.

6.20 Taking account of the constraints and characteristics of the area, the proposed development should be of an appropriate form of development for the site and make efficient use of its potential to deliver additional housing, notwithstanding that there may be alternatives regarding the number and the mix of size and type of dwelling. It is not therefore necessary that a development should be at the highest density, or for the smallest size of dwelling possible in order to maximise the number of dwellings, but that it results in a suitable form or development acceptable in planning terms. The proposed scheme will be assessed on its own merits.

Sub-Division of Sites

6.21 The NPPF states that planning policies and decisions should support development that makes efficient use of land and local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account policies in the NPPF. To ensure land is not being used inefficiently, proposals which seek to circumvent the affordable housing thresholds by developing at too low density or sub-dividing land are therefore not acceptable. The Council reserves the right to scrutinise site/ownership boundaries, density and unit mix.

6.22 Where an adjacent and related development forms part of a site that, in its entirety, would meet or is capable of meeting any defined threshold, the requirement for affordable housing in respect of the entire site will be applied.

7. When On Site Provision Cannot Be Achieved

7.1 Policy COM7 seeks on site provision of affordable housing except in exceptional circumstances where an equivalent off site contribution can be justified. In assessing suitability of such sites for the provision of affordable housing, the Council will take into account the size, suitability and the economics of provision. However, there may be circumstances in which the Council seeks off-site provision, or a broadly equivalent financial contribution in lieu of on-site provision.

7.2 Where the Council considers that on-site provision would not be the most appropriate or viable provision, a financial contribution in lieu will be sought. This will be calculated using the method outlined in Annex 1.

7.3 Where a financial contribution is sought, it is intended that these should be based upon residual land values (RLV). The thresholds and proportions for the amount of affordable housing sought have been set in order to be achievable for the vast majority of sites both greenfield and brownfield (Previously Developed Land - PDL) in normal market conditions. It will be applied flexibly, however, and each site will be considered on its individual merits by negotiation.

7.4 The value of the off-site financial contribution will be specified in the S106 agreement, and index linked (RPI) at the point in time where payment is due. The S106 agreement will also include a trigger for timing of the payment of the financial contribution. All contributions should be paid in a timely manner and in accordance with the agreed payment triggers.

8. Rural Affordable Housing

8.1 In order to deliver affordable housing in rural areas, the Council will:

- **Promote partnership working with key stakeholders and, in particular, with local communities and their Parish Councils;**
- **Provide strategic advice on affordable housing and numbers of local people on the Council's Housing Register;**
- **Encourage Parish Councils to consider an investigation of local housing need and the potential to develop Rural Exception Sites where appropriate.**

Rural Exception Sites

- 8.2** Rural exception sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing. These sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
- 8.3** Policy COM8: Rural Exception Affordable Housing seeks to provide a framework for the consideration of development proposals for rural affordable housing, provided on exception sites, as an exception to the general policy of restraint of residential development in the countryside (Policy COM2). Such housing should be kept as affordable in perpetuity. Rural Exception Sites (RES) can make a significant positive contribution towards overall delivery of affordable housing within the borough and to the sustainability of rural communities. The wording of the adopted policy is shown below:

Policy COM8: Rural Exception Affordable Housing

Development for rural affordable housing will be permitted provided that:

a) the proposal is accompanied by evidence which demonstrates there is an unmet need within the parish for accommodation by households unable to afford open market housing where a member of each household has either:

- i) been ordinarily resident in the parish or previously lived in the parish and has a strong family connection; or**
- ii) a demonstrable need by virtue of their employment to live in the village or its immediate surroundings; or**
- iii) a demonstrable need to live within the village either to support or be supported by a family member.**

b) it is restricted in perpetuity to occupation by households with a member in housing need; and

c) the proposed mix of housing meets the identified need.

8.4 The purpose of this policy is to facilitate development in rural areas, either within settlements or outside of the settlement boundary, where there is evidence of need for affordable housing. The policy applies to settlements with a population of less than 3,000 people. These were identified and listed in a rural settlement gazetteer originally prepared by the Housing Corporation identifying areas where the right to buy, acquire and enfranchise (Shared Ownership) is restricted by legislation. These settlements are also eligible for Homes England funding for rural affordable housing, if available.

8.5 The list of rural areas has not been updated since it was published and some of those areas may have now exceeded the threshold of 3,000. See annex 2

8.6 To ensure the affordable homes remain in perpetuity the developer will be required to enter into a S106 agreement to ensure the Affordable Rented homes are retained and occupied via the Village Criteria (local connection) in perpetuity (see also section 17 which includes information on nominations and local connections). Some Shared Ownership homes may be restricted to 80% ownership by the purchaser (through a S106 agreement of other appropriate



means) unless the Affordable Housing Provider has included the rural buy back clause in the lease. (Please also refer to Designated Protected Areas below).

8.7 To deliver rural exception affordable housing sites, the Council works in partnership with other organisations and partnerships as appropriate.

8.8 In order to bring forward a rural exception site, evidence needs to be provided through a Local Housing Needs Survey (LHNS) or from the Council's Housing Register to justify the proposal. In allocating dwellings within a Rural Exception Site scheme, priority

is given to those in housing need with a local connection to the parish in which the housing is located and then to those with a connection to adjoining parishes. The local connection criteria will be secured via a S106 agreement.

8.9 Whilst not referred to in Policy COM8, the Council will consider the issue raised in the NPPF, paragraph 77, regarding the potential to consider an element of private market housing on a rural exception site where it can be demonstrated that it would help facilitate development. This is generally expected to be on the grounds of viability.

Community Led Development

- 8.10** Some communities may seek to bring forward housing or employment opportunities through working with landowners and developers and may, including through formal organisations such as a Community Land Trust¹⁵, deliver open market and/or affordable housing, or community and employment uses. Proposals for various different uses may be considered under Policy COM9. The wording of the adopted policy is set out below:

Policy COM9: Community Led Development

Community led development will be permitted if:

- a) the proposal is supported by evidence that there is a need for the development to maintain or enhance the sustainability of the settlement through the delivery of community benefit; and**
- b) it is demonstrated that the community has been involved in the preparation of the proposal; and**
- c) it is demonstrated that the community supports the proposal; and**
- d) the proposal, if for residential development, helps meet the affordable housing need of the parish in accordance with the thresholds contained within policy COM7 and local evidence and restrictions contained within policy COM8.**

- 8.11** Policy COM9 provides a vehicle to enable project promoters to engage with local residents to help with the preparation of the proposal and gain their support, which is a key criteria in the policy. The intention of COM9 is to support the aims of the Localism Act 2011 by providing a framework to deliver development that can demonstrate extensive involvement by the local community.
- 8.12** The intention of this policy is not to replicate the neighbourhood planning mechanisms contained within the Localism Act 2011, but to provide a further framework to deliver development that is either led by the community or has community involvement and support, without the need to undertake a Neighbourhood Development Plan or Neighbourhood Development Order (NDO). The proposal may be for a single use or a combination of uses.

- 8.13** In working up a community led development proposal, it is important that the views of the community are taken into account during the development of the scheme, and particularly at the pre-application stage. Any development proposals should be able to demonstrate that the local community and interested parties have been involved in the preparation of the proposal through engagement, consultation and liaison. It is also important that any proposal can demonstrate that it will help sustain or enhance the village.

- 8.14** The applicant must be able to demonstrate support for the proposal and overarching objective to provide affordable homes to meet local needs where the proposal is for residential development. The policy does not restrict the provision of private market housing, provided the requirement for affordable housing as set out in Policy COM7 is met in addition to meeting the criteria relating to local evidence and restrictions contained in Policy COM8.

¹⁵ A Community Land Trust is a non-profit community-based organisation run by volunteers that develop housing, workspaces, community facilities and other assets that meet the needs of the community.

- 8.15** The NPPF, paragraph 40, encourages applicants to work closely with those directly affected by their proposals and to take account of the views of the community, particularly at the pre-application stage. This enables concerns to be addressed and issues to be resolved and gives the community a role in genuinely shaping new development.

Entry Level Exception Sites

- 8.16** These are sites that provide entry level homes suitable for first time buyers or first time renters, in line with paragraph 71 of the NPPF. Entry Level Exception Sites could include tenures such as Build to Rent. As these sites are adjacent to settlements, they are likely to be rural sites where housing would not otherwise be allowed, and could be located in Designated Protected Areas (see below). Any such proposal should demonstrate that the affordable housing product is genuinely affordable to local households in housing need and satisfies relevant local plan policies.

Designated Protected Areas

- 8.17** The Leasehold Reform Act 1967, as amended by the Housing and Regeneration Act (2008) allows the Secretary of State to designate areas as Designated Protected Areas (DPAs) for the purpose of;
- **Removing the right of enfranchisement (buying the freehold) in respect of Shared Ownership properties so that staircasing to 100% ownership is restricted, and**
 - **Ensuring retention of Shared Ownership homes in areas where it would be hard to replace if lost to the affordable housing sector through 100% staircasing.**
- 8.18** The designation of such areas is aligned with those exempt from the Right to Acquire. In the main, these were rural settlements with a population of less than 3,000 at the time of designation.
- 8.19** The "Housing (Right to Enfranchise (Designated Protected Areas) (England) Order 2009"¹⁶ designates protected areas which includes the majority of the parishes in Test Valley including part of Romsey Extra and Smannell.

¹⁶ www.legislation.gov.uk/uksi/2009/2098/contents/made

- 8.20** Affordable Housing Providers may be required to include in Shared Ownership leases the DPA conditions that either:

- **Restrict the leaseholders equity share to a maximum of 80% or**
- **Ensure once the leaseholder has acquired 100% share of the house, that when it becomes available for resale it is sold back to the housing association (or a designated alternative landlord).**

- 8.21** The Protected Areas and Leasehold Enfranchisement: Explanatory Notes December 2016¹⁷, make it clear that DPA restrictions apply regardless of whether the property has received grant funding or otherwise.

- 8.22** The Council may also include specific clauses in S106 agreements to reflect the DPA principles.

¹⁷ Published by the former Homes and Communities Agency: www.assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/582207/DPA_explanatory_note.pdf

Waivers

- 8.23** Affordable Housing Providers developing Shared Ownership housing where staircasing is restricted can sometimes be affected by the limited availability of mortgages for purchasers. Also many providers have raised concern over their financial stability to guarantee they will buy back properties as required by the Shared Ownership lease if the leaseholder wishes to sell.
- 8.24** In response, the government regulator, Homes England has put in place a process through which consideration can be given to waiving the grant conditions relating to DPA status under certain conditions. Where a waiver is granted providers of affordable housing can develop grant funded Shared Ownership stock on sites in DPAs, allowing buyers to staircase to 100% without an obligation on the provider to buy back the property if the leaseholder wishes to sell.
- 8.25** The Homes England process begins when a local authority submits a request for a waiver. In all cases, Homes England requires the support of the local housing authority. As a result of growth since the DPA regulations were laid, some areas subject to DPA status are now part of large settlements and/or urban areas. If the local authority considers that a particular site



to be developed no longer meets the criteria in the original DPA designation, or has another reason why they think that grant funded Shared Ownership stock does not need to be protected in perpetuity in an area subject to DPA, they can approach Homes England to request that the conditions of the grant pertaining to DPA status be removed. The Council has agreed that it will consider requests for waivers¹⁸.

¹⁸ TVBC Cabinet, 12.09.18, Item 11

9. Vacant Building Credit

- 9.1** The Vacant Building Credit (VBC) is intended to provide an incentive for development on brownfield sites containing vacant buildings.¹⁹ There is limited national guidance on the application of VBC and its application will be considered on a site by site basis. Further information on VBC is contained within Annex 3.

¹⁹ Written Ministerial Statement made 28 November 2014, paragraphs 026-028 of the "Planning Obligations" Planning Policy Guidance and paragraph 63 of the National Planning Policy Framework.

10. Tenure and Mix of Affordable Housing

10.1 The estimated level of Housing Need (per annum) identified in the Strategic Housing Market Assessment (SHMA) (2014) by type of affordable housing is shown in the table below.²⁰ If this is superseded by a subsequent SHMA or other assessment of local housing need, the latest figures will be relevant.

Table 1 – Housing Need by Tenure

Area	Intermediate	Affordable Rent	Social Rent	Total
Andover	37.8%	13.3%	48.8%	100.0%
North – rural	29.1%	28.4%	42.5%	100.0%
Central – rural	30.5%	33.2%	36.3%	100.0%
Romsey	31.0%	21.9%	27.1%	100.0%
South – rural	33.2%	27.2%	39.6%	100.0%
Borough	33.6%	20.5%	45.8%	100.0%

10.2 The analysis identifies a requirement for around a third of homes to be Intermediate Housing and two-thirds being Social/Affordable Rented housing as identified in paragraph 5.108 of the adopted Local Plan.

10.3 The tenure split of 30% Intermediate Housing and 70% Social/Affordable Rent is a starting point in negotiating the precise scale, type and size of affordable housing. That tenure split should inform dwelling types and sizes in proposed layouts so that local housing needs are properly addressed, and the Housing Development Team should be contacted at pre-application stage to confirm the latest housing needs data. Within any planning consultation responses, the Council will have the discretion to deviate from the normal tenure split if there are specific needs to be addressed, which could include a requirement for provision of specialist or older persons' accommodation.

10.4 The following additional points relating to dwelling types and layout should be taken into account when formulating a proposal:

- Properties to offer maximum occupancy levels:
 - 1 bed 2 person flat
 - 2 bed 4 person flat/house
 - 3 bed 6 person house
 - 4 bed 7/8 person house
- Social/Affordable Rented housing requiring Test Valley Affordable Housing Capital Grant Funding will be required to meet the space standards contained in the Affordable Housing Capital Grant Funding Policy.
- Semi and linked detached houses should always be of the same tenure.
- A coach house (flat over a garage) is only acceptable if the garage is allocated to the same household as living in the flat above.

²⁰ Source: Figure 7.24, page 106, TVBC SHMA 2014

11. Prior Consultation

- 11.1** Any proposals for new residential development that may trigger the Council's affordable housing policies should be discussed with the Council's Housing Development Team as early as possible. Advice can be given at all stages of the planning process.
- 11.2** After initial consultation with the Housing Development Team on the affordable housing components, applicants should engage in formal pre-application advice which includes completing a form available from the planning web pages, and paying the appropriate fee. An applicant is encouraged to prepare and submit an Affordable Housing Statement to inform the pre-application discussion, having regard to the contents of this SPD. The key issues to address are:
1. Number of dwellings
 2. Dwelling types and sizes
 3. Tenure split – showing types and sizes
 4. Design standards
 5. Timing of affordable housing delivery
 6. Location and distribution

- 11.3** An Enabling Fee²¹ is payable by the Affordable Housing Provider for housing enabling work undertaken by officers where a Section 106 agreement is secured, which ensures there is an appropriate mix, distribution, type and tenure of the required affordable housing. The fee relates to each unit of affordable housing to be delivered and is payable from the date the Affordable Housing Provider enters a contract with the developer.

12. Layout and Design

- 12.1** Development proposals that include affordable housing are expected to address the Council's policies on good quality development, including Policy E1: High Quality Development in the borough. The design and materials used, and amenity provided within any affordable housing scheme on a site should be characteristic of the rest of the development in which it is included.

²¹ Included in the Council's latest Schedule of Fees and Charges:
www.testvalley.gov.uk/business/licensingandregulation/licensing/adviceinformation/schedule-fees-charges/

- 12.2** Affordable Housing Providers should ensure that their housing management team are able to comment on any scheme being promoted and that any concerns are resolved by practical design and appropriate lettings arrangements.

Clustering and Phasing

- 12.3** The Council recognises that grouping together a number of affordable homes is practical, from a construction and management perspective yet it is vital that affordable housing is dispersed throughout a development to a certain extent to ensure that new communities are both mixed and sustainable. Affordable housing should therefore be fully integrated into a development and provided in clusters of no more than 10 dwellings, unless otherwise agreed by the Council in writing, and having regard to the number of affordable homes, mix of dwelling types and layout of the proposal. The affordable homes should also be indistinguishable from the market housing.

12.4 Where separate phases of the development adjoin each other, careful consideration should be given to the location of clusters in adjacent permitted or developed parcels to avoid creating an overall cluster of more than 10 dwellings. For example, two clusters of affordable homes divided simply by an estate road would not be considered acceptable.

12.5 Clear concentrations of affordable homes, particularly of the same tenure or size will not be supported.

12.6 The delivery of the affordable housing must keep pace with that of market housing. On larger schemes, the Council will ensure that affordable housing is delivered in phases in parallel with the development of market housing, and will control phasing in the S106 agreement. The Council will not support the phasing of a development which sees the affordable housing being delivered in the later stages of the site's development taking into account site specific viability. A development agreement between the developer and Affordable Housing Provider should be confirmed prior to commencement of the development, and will be a standard clause in the Section 106 agreement. The preferred phasing should reflect the following triggers:

Table 2 – Preferred Phasing

Market Housing - Occupied	Affordable Housing – Completed and Transferred to AHP
<25%	25%
<50%	50%
<75%	100%

Design and Space Standards

12.7 The Council expects affordable housing to be built to a high standard of design with suitable levels of amenity. Where mixed tenure schemes are delivered, designs should not be different so as to distinguish between market and affordable housing. Affordable housing provided within a residential development should be of a similar size and quality to the open market housing.

12.8 Developers must be able to demonstrate that completed units meet any relevant design and amenity standards prevailing at the time, and any additional requirements of the partnering Affordable Housing Providers. The developer must be able to demonstrate that the land is sufficient in size to accommodate the required unit mix.

12.9 All development will be required to provide high levels of accessibility and should be designed as such to be adaptable to the changing needs of users. Where affordable housing has been designed to accommodate older persons as a flatted development, a lift should be provided if the building exceeds ground floor and first floor.

12.10 Occupants of affordable housing may have particular accessibility requirements and will therefore need to have access to a home that complies with the space standards set out in Building Regulations Part M Revised Edition 2015, which is particularly relevant for wheelchair users. Developers should allow for additional space when designing residential units which have the potential to be adapted for wheelchair users.

12.11 On developments of 10 or more affordable homes the Council would aim to achieve at least 10% of Social/ Affordable Rented homes to be delivered as adaptable homes that can meet the changing needs of occupants, built to Building Regulations Part M4 (Category 2) Revised Edition 2015 or successor regulations. Where Category 2 dwellings are to be provided the Council will review the housing needs and negotiate with the developer over the provision of level access showers where there is a demonstrable need

12.12 Where there is a demonstrable need for a wheelchair adapted home, the home should be constructed in accordance with Building Regulations Part M4 (Category 3) Revised Edition 2015 or successor regulations. Development of adaptable/adapted homes contributes to the aims of the Council's Housing Strategy and will be encouraged in light of up to date evidence of need on the Housing Register.

12.13 Parking for dwellings designed for wheelchair users should be conveniently located with clear access to the property entrance. Internal layout plans should include furniture to scale, to the standards set out in Appendix D (Part M4) of the Building Regulations Revised Edition 2015 or any successor regulations, to demonstrate adequate space for internal manoeuvring for the occupants.

13. Development Viability

13.1 Policy COM7 takes account of the economics of provision in both providing affordable housing on site and a financial contribution for off-site provision in lieu. Where circumstances arise, the Council will take into consideration financial viability in negotiating the tenure and mix of affordable housing, the percentage of affordable housing on site or a financial contribution for off-site provision.

13.2 Development that complies with the policies in the RLP by providing the required amount of affordable housing, should not require a viability assessment. However, where one is needed, it should reflect the recommended approach in National Planning Policy Guidance "Viability", including standardised inputs²².

²² Para. 57, NPPF Feb 2019

13.3 Land negotiations should be conducted with full account being taken of the requirements for affordable housing as set out in Policy COM7 informing the value of the land being purchased. As set out in the "Viability" PPG "the price paid for the land is not a relevant justification for failing to accord with relevant policies in the plan."²³

Why is Viability an Important Consideration?

13.4 The Local Plan policy requirements to provide a proportion of affordable housing on residential development sites should be considered as part of development costs embedded into the land values. This will make the viability process more consistent and transparent and ensure deliverability of appropriate levels of affordable housing to meet local needs.

13.5 The Council uses the Residual Land Value methodology (see Annex 1) to determine the underlying land value. This is important as it forms the basis on which a developer should be able to agree a price for the land once the costs of the development, including the developer's profit, have been deducted from the gross development value.

²³ Planning Practice Guidance "Viability" – paragraph 002 Revised 09.05.2019

13.6 As noted earlier, applicants are strongly encouraged to seek pre-application advice using the Council's pre-application advice service, to obtain expert advice from the Housing Development Team regarding affordable housing mix, size and tenure. The Council acknowledges that some sites present viability challenges and actively encourages applicants to discuss viability issues at the earliest possible stage. This is recognised in the NPPF²⁴.

13.7 The Council works with Affordable Housing Providers and is best placed to provide advice on the Council's partner Affordable Housing Provider requirements to assist applicants with the layout and design of their site. Pre-application advice is confidential and Council officers are happy to discuss viability concerns at the pre-application stage with the aim of achieving a viable and policy compliant scheme, while acknowledging the expectations of the landowner and developer for a reasonable and competitive return.

When Does the Council Require a Viability Assessment?

13.8 There may be circumstances where the costs of developing a site may affect its value. Where this has not been agreed for other reasons, the Council expects a viability assessment to be submitted with a planning application in the following circumstances.

- **Where the percentage of affordable housing falls below the threshold required for the overall size of the development as set out in Policy COM7. For example, less than 40% on sites of 15 dwellings or more**
- **Where the split in tenure departs from 30% Intermediate Housing and 70% Social/Affordable Rent unless there has been prior agreement by the Council due to the need to meet a specific requirement**
- **Applications proposing affordable housing off-site or a financial contribution in lieu of delivering affordable housing on site.**

What Should a Viability Assessment Contain?

13.9 The Council will expect that the benchmark land value will be established on the basis of the Existing Use Value of the land plus a premium for the landowner as set out in the NPPG "Viability" and the key principles in understanding viability should be followed. This method can work in two ways; either to determine the level of return on a scheme, where the costs of the site are known, or to establish the estimated value of the land by assuming a predetermined level of profit.

13.10 As set out in the NPPF (paragraph 57), all viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available unless there is clear justification for it to remain confidential.

²⁴ Paragraph 41, NPPF

The Council's Approach to Negotiating Proposals Which are not Viable

13.11 Where a scheme is demonstrated to be unviable with the policy-compliant level of affordable housing, the Council will consider a range of alternative options in negotiation with the applicants to secure the maximum level of affordable housing, in accordance with COM7. These options will vary depending on site specific circumstances and constraints, but will include:

- Value engineering / alteration of schemes in terms of the mix of dwelling sizes, types or layout – for example providing more smaller affordable units can reduce costs;
- Flexibility on the tenure ratio – for example increasing the proportion of Intermediate Housing can improve viability;
- Flexibility on the phasing of affordable housing provision – for example early delivery of some open market homes can improve cash flow early on;
- Reduced percentage of affordable housing – where this is considered the Council will seek to secure quality over quantity, for example although fewer units may be provided they should be well matched in size, type and tenure to local needs;

- The use of public subsidy – the Council may consider the deployment of Affordable Housing Grant to Affordable Housing Providers where a S106 agreement is securing the affordable housing.

13.12 Where options for delivering completed dwellings have been exhausted, consideration will be given to:

- Accepting serviced plots in lieu of dwellings (see Section 12); or
- Accepting off site affordable housing units (see Section 13); or
- Accepting an off-site financial contribution (see Annex 1)

13.13 Where a reduced percentage of affordable dwellings or a financial contribution below the full policy equivalent may be accepted, the Council will consider implementing the following:

- Mechanisms to reappraise viability at a later stage :
 - At Reserved Matters stage or at commencement (for each phase if applicable);
 - A range of percentages may be set, i.e. a minimum (the level demonstrated to be currently viable) and maximum (policy) level;

- Setting a time limit by which Reserved Matters need to be submitted, to ensure consents are not 'banked' until viability may improve;
- Provision for the Council or Affordable Housing Providers to purchase additional affordable units;
- Mechanisms to review viability at completion to enable 'clawback' of additional revenues above those envisaged in the viability appraisal.

13.14 Where permission is granted for a scheme that departs from the policies in the RLP, a review will be applied to the scheme to ensure that any uplift in values are captured to enable the delivery of the maximum amount of affordable housing later in the development process. The review will assess the changes to the gross development value and build costs. If surplus profit is generated over and above the returns necessary for the scheme to be deemed viable, a review will apply.

14. Provision of Serviced Plots

- 14.1** The Council's preference is for completed affordable dwellings as part of the wider development of a site. However, in some circumstances, and at its discretion, the Council reserves the right to require the affordable housing obligation to be satisfied on-site through the transfer of a number of serviced plots of land. These are to be transferred to an approved Affordable Housing Provider at nominal value and free from encumbrances.
- 14.2** Where this option is proposed this may assist or resolve viability challenges on the site. This would need to be fully evidenced and negotiated in accordance with the Viability section of this SPD.
- 14.3** The applicant would be required to identify the plots or provide areas of land sufficient to accommodate the Council's preferred housing mix.



- 14.4** For full or reserved matters applications, developers will be expected to provide details of specific location of the serviced plots within the site. The Council will usually expect the plots to be clustered and the appropriateness of proposed locations for affordable housing will be determined by the Council as part of the planning process.

- 14.5** "Free serviced land" is defined as freehold cleared, remediated²⁵ land with all services and connecting media (e.g. gas, electric, telephone, broadband, sewerage, surface water drainage etc.) and infrastructure (e.g. roads to an adoptable standard, footpaths, boundary walls etc.) necessary for development right up to the boundary of the land. There must be no legal, physical or financial barriers to the servicing of the land by the developer constructing the affordable housing or ongoing commuted payments for the off-site maintenance of infrastructure.

²⁵ Remediated means any land contamination or pollution has been fully remediated and the plot is certified safe for residential development by an independent professional survey.

15. Off-Site Delivery

- 15.1** There will be a strong presumption in favour of the affordable homes being provided on site. There may however be some circumstances in which the Council is willing to accept an off-site contribution. This will require the provision of a site comprising serviced remediated land to be made available at no cost to the Council and should be of a sufficient size and suitability to provide 40% of total dwellings as affordable housing in a location related to the development site. The definition of “free serviced land” is set out in Section 14.5 above.
- 15.2** Appropriate financial contributions may also be sought for off-site provision where necessary to ensure that the dwellings provided can be made available to meet local needs.

- 15.3** Exceptionally, with the agreement of both the Local Planning Authority and the developer, financial contributions may be made to fund affordable housing off site. The scale of financial contribution for off site development will reflect the expected provision for on-site affordable housing at the current density requirements in terms of:
- **The current rate for residential land in that location;**
 - **Costs equivalent to serviced land and connection charges²⁶;**
 - **Contributions towards public open space, transport, education and other services as required.**
 - **Fees and charges for legal work associated with the purchase of an alternative site’ and**
 - **An administration fee of £670 (RPI) (subject to annual review) to cover the costs of collecting and handling the money and meeting auditing requirements.**
- 15.4** The financial contribution will be secured via a S106 agreement and will be Index Linked.

- 15.5** The Council will consider proposals where the developer purchases existing properties on the market for transfer to an Affordable Housing Provider. However, the purchases should reflect:
- **the mix of units had they been provided on site;**
 - **that the properties are related to the location of the residential development; and**
 - **the properties are refurbished to the Affordable Housing Provider’s requirements to ensure they can be let as affordable or sold as low cost home ownership.**
- 15.6** In order to ensure affordability of any housing provided as per 15.5 above, communal areas where possible should be omitted so as to incur no service charges. If this is not possible, applicants should ensure that service charges are capped at a level which shall be eligible for Housing Benefit, and linked to RPI. It is strongly recommended that the applicant discusses any potential service charges with the Affordable Housing Provider to ensure that the charges are considered appropriate and affordable.

²⁶ As stated in the Affordable Housing Viability Update 2012 (Dixon Searle)

16. Grant Funding

16.1 The starting point for delivery of affordable housing should be on a nil subsidy basis. The Homes England Affordable Housing Programme can, however, provide grant funding to Affordable Housing Providers to develop affordable homes in certain circumstances. The programme seeks to:

- **Increase the supply of new affordable housing – for Affordable Rent, Social Rent, and affordable home ownership (Shared Ownership).**
- **Maximise the number of new affordable homes delivered with the available grant funding, supplemented by bidders' own contributions.**
- **Build homes that address the demographic challenges facing social housing, including the need for more one and two bedroom homes that match the needs of smaller households.**
- **Maximise delivery within the programme period.**

16.2 Guidance for the type of properties and criterion required are set out in the Homes England Capital Funding Guide²⁷. Developers must have regard of the conditions in the Capital Funding Guide to ensure the affordable homes developed comply and are eligible for grant funding.

Test Valley Capital Grant Affordable Housing Programme

16.3 The Council's Affordable Housing Grant is partly funded by ring fenced Right to Buy receipts and S106 affordable housing contributions.

16.4 The purpose of the grant is to provide funding to Affordable Housing Providers to ensure delivery of affordable homes in Test Valley where nil subsidy delivery is not possible. This can be for:

- **Additional provision of Social/ Affordable Rent**
- **To assist with viability on sites that have secured affordable housing through a S106 agreement, for example, where developers may request a reduction in affordable housing due to abnormal or exceptional site costs**

- **To provide affordable housing on sites where affordable housing has not been secured through a S106 agreement.**

16.5 All bids for Test Valley's Capital Affordable Housing Grant must have regard to the Council's latest Housing Strategy and Preventing Homelessness & Rough Sleeping Strategy. As part of the assessment of housing need, the strategies take into account those people who are vulnerable, have particular needs or live in the worst condition private housing sector stock. The Council's adopted corporate programmes emphasise the importance of housing in addressing the wide ranging issues facing the Council and its communities. Housing has a significant impact on health, social wellbeing, social inclusion, sustainability, and community development.

²⁷ www.gov.uk/guidance/capital-funding-guide

17. Delivery and Management

17.1 The Council generally welcomes new Affordable Housing Providers working in the area provided that they meet the Council's criteria as set out below, including signing up to any Partnership Agreement that may be operated by the Council at the time.

17.2 Should a new Affordable Housing Provider wish to work in Test Valley, the Council will expect them to fulfil the following requirements:-

- **Be an Affordable Housing Provider with Homes England (or its successor) and approved by the Regulator of Social Housing.**
- **Be eligible to bid for and receive housing subsidy**
- **Have experience and a good track record of managing the same or similar tenure type**
- **Where an Affordable Housing Provider does not have an existing local management presence, they should be able to demonstrate how an effective local housing management and maintenance service will be provided**

- **Be willing to enter into nomination arrangements or let their homes in accordance with the Council's Scheme of allocations and the Hampshire Home Choice Policy to ensure homes are provided for the benefit of the local community**
- **Be willing to enter into a Partnership Agreement with the Council, which may include the requirement to pay enabling fees.**

17.3 For these reasons, planning obligations will include a mechanism for the Council to approve an Affordable Housing Provider against the above criteria.

Nominations and Local Connections

17.4 The Council maintains the Housing Register for the borough, and receives applications for housing accommodation, processes and prioritises them, and nominates households from the Housing Register to rented housing association homes in the area. The Housing Register is administered in accordance with the Council's Scheme of Allocations and the published Hampshire Home Choice Policy. Hampshire Home Choice is a Choice Based Lettings partnership and comprises Eastleigh Borough Council, East Hampshire District Council, Havant Borough Council, Test Valley

Borough Council and Winchester City Council, along with various Affordable Housing Providers who hold stock in the Hampshire Home Choice area.

17.5 In addition to the Housing Register, households looking to access subsidised home ownership can make an application to the Help to Buy Agent who advertise Intermediate Affordable Housing products on behalf of developers and Affordable Housing Providers.

17.6 Both the Council and the Help to Buy Agent assess the eligibility of households and ensure that applications are from people who qualify to join the respective waiting lists.

17.7 Occupancy of affordable housing is restricted to eligible households in housing need and affordable/ social rented housing is allocated in accordance with Test Valley Borough Council's Scheme of Allocation and Hampshire Home Choice Sub-Regional Allocation Framework. Intermediate housing, such as shared ownership, shared equity and discount market schemes are allocated through the Help to Buy Agent in accordance with the eligibility criteria.

17.8 Affordable Housing in rural areas will be allocated to households with a relevant location connection to a village or parish, the terms of which will be secured in a S106 agreement. Local connection is defined as:

- **Being ordinarily residents in the village/parish;**
- **Previously ordinarily resident in the village/parish prior to the date of allocation and has family who ordinarily reside there;**
- **Employment – current or take up permanent employment in village/parish; or**
- **To support or be supported by member of family ordinarily resident in the village/parish.**

17.9 Where rural affordable housing cannot be taken up by those with local connections, a cascade mechanism will operate with homes being let or sold:

- **Initially to households with a parish connection;**
- **Then to households with a connection to adjoining parishes; and**
- **Then with the same connection to Test Valley.**

17.10 Not all Affordable Housing Providers are members of Hampshire Home Choice. In these cases, the Council will seek to append a nomination rights agreement to the S106 agreement to reflect the existing nominations agreement in place with Hampshire Home Choice requiring 100% nomination rights in perpetuity.

18.3 The Council will monitor the performance of its Affordable Housing Provider partners to ensure high standards of service delivery. In particular, the Council will require annually from the Affordable Housing Providers or other affordable housing providers information relating to:

- **Social and affordable rents**
- **Rent increases**
- **Staircasing and other sales receipts**
- **Management standards**

18.4 The developer's delivery partner(s), whether an Affordable Housing Provider or other provider/manager who are not regulated by the Regulator of Social Housing, will be similarly monitored through obligations contained in the S106 agreement.

18. Monitoring

How Financial Contributions Will Be Spent

18.1 Typically the financial contributions will be defined in the Section 106 agreements as being sought to assist in the delivery of affordable housing in Test Valley. The financial contributions are held in the Affordable Housing Capital Grant Programme.

18.2 The Council will actively monitor the provision and delivery of affordable housing to ensure that the procedures for implementing affordable housing are up to date and meeting the Council's targets. Market conditions and levels of affordability will also be kept under review.

19. Contacts

To discuss affordable housing policies and affordable housing development opportunities, please contact the Council's Housing Development Team:

- **Email:** HousingDevelopmentTeam@testvalley.gov.uk
- **Telephone:** 01264 368000

To discuss development proposals for specific sites, contact the Council's Development Management Team:

- **Email:** planning@testvalley.gov.uk
- **Telephone:** 01264 368000

To discuss planning policies and their influence on development proposals for specific sites, contact the Council's Planning Policy Team:

- **Email:** planningpolicy@testvalley.gov.uk
- **Telephone:** 01264 368000

20. Glossary

Eligible Household: a person in housing need being a person unable to buy or rent housing locally on the open market and in relation to any unit of Social/Affordable Rented housing listed on Hampshire Home Choice and in relation to any Intermediate Housing, registered on the Help to Buy South Register.

Hampshire Homes Hub: an organisation consisting of Rural Housing Enablers who facilitate the delivery of rural affordable housing by working closely with Parish Councils and local communities, facilitating housing needs surveys to determine local housing needs and other community interests.

Help to Buy Agent: the agency body responsible for administering low cost home ownership affordable tenures (including Shared Ownership, Equity Loan schemes, and Rent to Buy). Eligible households for the first and future purchasers of low cost home ownership must first be registered on the register maintained by the local Help to Buy Agent to access these tenures.

Homes England: the trading name of the Homes and Communities Agency established by Section 1 of the Housing and Regeneration Act 2008 or such other body

Intermediate Housing: "Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing. As defined in the Strategic Housing Market Assessment 2014.

LA: Local Authority

Local Housing Needs Survey (LHNS): Survey that provides data on housing need at a local level including number of houses, size, types and tenure for different groups in the community using a standard method set out in the National Planning Practice Guidance.

Net Developable Area: the area of an application site which will be considered as eligible for consideration for seeking affordable housing, calculated as the gross site area, less the area affected by planning constraints.

Regulator of Social Housing: a non-departmental public body that regulates private registered providers of social housing to promote a viable, efficient and well-governed social housing sector able to deliver homes that meet a range of needs.

Right to Acquire/Buy: An opportunity for tenants who have had a public sector landlord for at least 3 years to buy the property they live in at a significant discount. Public sector landlords include councils, Affordable Housing Providers, the Ministry Of Defence or NHS trust/foundation. Eligibility criteria for both the property and occupants apply.

Self Build and Custom Build Housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Staircasing: is the process which allows an occupant of a Shared Ownership or Shared Equity affordable home to buy a greater proportion of their home.

S106 Agreements (S106): a legal document made under Section 106 of the Town and Country Planning Act 1990. It provides that if planning permission is granted and implemented, then payment or provision must be made in the form of a planning contribution. This can include the provision of affordable housing on site or a financial contribution in lieu. The legal agreement is entered into by the applicant, the Council and anyone else who has an interest in the land forming the application site. A Section 106 agreement is normally a more complex type of planning agreement than a Unilateral Undertaking.

Unilateral Undertaking (UU): is a simplified version of a S106 agreement and is entered into by the landowner and any other party with a legal interest in the development site, but not the Council

21. Annex 1 – Method for Calculating Contributions for Off-site Affordable Housing

- 21.1** This section sets out how financial contributions will be calculated for developments of 6 - 9 dwellings and for any other commuted sum in lieu of on-site affordable housing, including sums required in lieu of a part unit. Applicants do not need to submit any data, information or viability appraisals, unless they wish to, as the methodology includes baseline assumptions for the Gross Development Value (GDV) and the Residual Land Value Percentage (RLV%).
- 21.2** For sites that come forward with proposals of 10 or more dwellings, the Council will seek the relevant proportion of affordable housing on site. However, in accordance with Policy COM7, where it is deemed appropriate to secure a financial contribution in lieu of affordable housing on site, the same methodology would apply as explained below.

21.3 The baseline assumptions are drawn from the Affordable Housing Viability Update, 2012, Dixon Searle. Where an applicant has submitted information regarding GDV, this will be checked against reliable sources of house price data, such as Rightmove, or with local estate agents.

21.4 Where affordable housing is sought by means of a financial contribution in lieu of off-site provision, this will be based upon the RLV. The RLV should result in a positive valuation for the site. If the resulting figure is negative, the site will not be financially viable.

21.5 The following table is a general explanation of how RLV is broadly arrived at:

Table 1 – Residual Land Value

**Gross Development Value (GDV)
(value of completed scheme)²⁸**

Minus

Costs (cost of realising the GDV including build costs, fees, finance, profit)

Minus

Other Costs e.g. planning obligations or CIL

Equals

Residual Land Value (RLV) (how much the site is worth)

²⁸ GDV – value of completed scheme includes the total indicative revenues generated by development of the site. GDV will be checked against reliable data sources such as Rightmove, valuation from a qualified surveyor or estate agent, if supplied with a planning application

21.6 The RLV of sites across Test Valley has been taken account of in the Affordable Housing Viability Update, 2012, Dixon Searle. This is a strategic approach which has informed the structure of Policy COM7 to assess the viability of sites in general within the threshold bands. The RLV informs the Residual Land Value Percentage used in the methodology.

21.7 The Residual Land Value methodology informs the appropriate land value for a site. RLV enables the value of a piece of land to be estimated after costs associated with developing, maintaining or reselling the land have been deducted from the Gross Development Value (GDV) which is the value of the completed scheme.

Proposals for 6 – 9 dwellings (designated rural areas)

21.8 For developments of 6 - 9 dwellings (or sites of 0.22 – 0.29Ha), Policy COM7 requires a financial contribution equivalent up to 20% of dwellings to be affordable.

21.9 In achieving the equivalent off-site provision the calculation also makes allowance for the Council's site acquisition costs to provide the affordable housing on an alternative site. See table 2 on the next page:

Table 2: Calculating the equivalent off-site financial contribution for proposals of 6 – 9 dwellings for Policy COM7: Affordable Housing

$$(A \times B) + C = D$$

$$D \times E = F$$

where:

A = Gross Development Value (Total value of development)

B = Residual Land Value Percentage (Percentage of House Price which is the Land Value

C = Site acquisition and servicing costs (for equivalent off-site provision)

D = Sum per unit

E = Percentage affordable housing sought

F = Financial Contribution sought

Example calculation

£200,000 Gross Development Value [A]

22.5% Residual Land Percentage [B] % TBC (assumed 22.5% for areas covered by CIL charging Zone 1)

15% Site acquisition and servicing costs [C] %

20% Percentage affordable housing sought [E] (% in line with Policy COM7)

$£200,000 \times 0.225 = £45,000$ (A x B) [x 0.225 equates to x 22.5%]

$£45,000 \times 0.15 = £6,750$ (C = [A x B] x 0.15) [0.15 equates to x 15%]

$£45,000 + £6,750 = £51,750$ (A x B) + C = D

$£51,750 \times 0.2 = £10,350$ D x E = F [x 0.2 equates to x 20%]

Total financial contribution sought = £10,350

21.10 The assumptions used in the above calculation are set out below in Table 3.

Table 3 – Assumptions

Gross Development Value (GDV) – see footnote 32 (A)

Residual Land Value Percentage²⁹ – This is the amount that the land value comprises in the overall house price (B)

CIL Zone 1 - 22.5%

CIL Zone 2 - 17.2%

CIL Zone 3 - 15.3%

CIL Zone 4 - 7.8%

Site acquisition and servicing costs – TVBC has assumed 15%³⁰ (C)

21.11 The RLV % figures as above in Table 3 are derived from the Calculation Methodology for Financial Contributions, 2016, Dixon Searle. Property values that drive the gross development value in a Residual Land Value appraisal were reviewed across the Borough to test for any variations. The Council's preferred approach is to assign a specific RLV % to each of the Council's adopted Community Infrastructure Levy (CIL) residential charging zones.

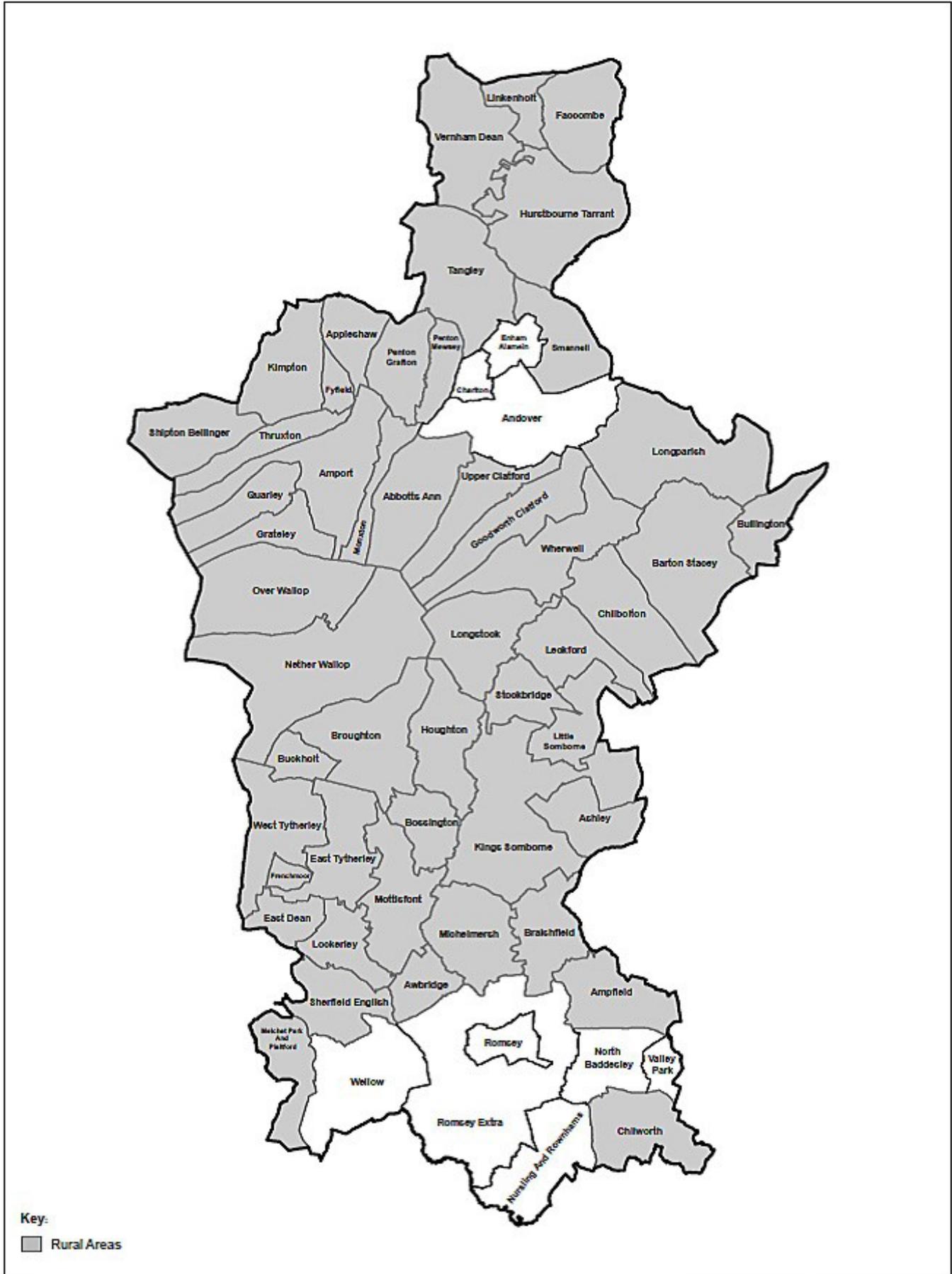
²⁹ Derived from the Calculation Methodology for Financial Contributions, 2016, Dixon Searle

³⁰ Derived from the Affordable Housing Viability Update, 2012, Dixon Searle

21.12 These zones are based on viability evidence including making an appropriate allowance for affordable housing in each case and taking into account property market conditions. As CIL and affordable housing viability are inextricably linked, any variation in the calculation of financial contributions geographically across the Borough accords with the CIL residential charging zones.

21.13 In terms of determining the Gross Development Value (GDV), the Council uses data from Rightmove and other sources as appropriate.

22. Annex 2 – Designated Rural Areas Map



Key:
 [Grey Square] Rural Areas



23. Annex 3 – Vacant Buildings Credit

Application of Vacant Buildings Credit

23.1 A financial credit, equivalent to the existing gross floor space of any vacant buildings within the red line boundary of the application site brought back into any lawful use or demolished for re-development, should be deducted from the calculation of any affordable housing contributions sought from relevant development schemes. Where a vacant building has been abandoned, the credit will not apply.

23.2 In order to apply for the VBC seeking reduced affordable housing contribution, the following information will need to be provided by the applicant to demonstrate that the building is genuinely vacant:

- Evidence that any building within the red line application boundary is a ‘vacant building’. It should be demonstrated that every reasonable attempt has been made to secure an occupier through marketing over a minimum continuous period of 6 months.
- The whole building must be vacant to apply for the VBC; and

- Evidence that any building within the red line application boundary is not an ‘abandoned building’ or artificially made vacant solely for the purpose of redevelopment.

23.3 To determine whether the building is truly vacant the Council will consider the condition of the building and its suitability for occupancy as well as the length of time the building has not been used. The Council will also take into account whether the building has been used for any other purposes.

23.4 Information on the existing Gross Internal Floor Area (GIFA) and the proposed GIFA need to be provided. GIFA is the area of a building measured to the internal face of the perimeter walls at each floor level. The Royal Institution of Chartered Surveyors (RICS) Code of Measuring Practice³¹ will be used for the purposes of assessing VBC. However floor space with headroom of less than 1.5m is excluded from the GIFA calculation.

23.5 The Council will determine on a case by case basis whether a building is vacant or abandoned. Outline planning applications may present challenges in quantifying whether the vacant building credit will be applicable as the actual number of dwelling or size of dwellings

may be determined during Reserved Matters applications. The council will scrutinise planning applications to ensure that sites are not artificially subdivided to avoid the site size thresholds in Policy COM7.

23.6 If the VBC is applicable to the proposed site, the amount of vacant floor space will inform the level of affordable housing contributions.

Worked Example

The Proposal

25 dwellings proposed @ 75m2

Total floorspace 1875m2

Existing building on site 200m2

Scheme should normally provide 40% affordable housing = 10 dwellings

VBC Calculation Using Floorspace

Proposed 1875m2

Existing - 200m2

Net increase 1675m2

x40% = 670m for affordable

housing = 8.93 dwellings (670/75)

VBC Calculation Using Dwelling Numbers

200m2 existing

1875m2 proposed x100 = 10.67% credit

25 dwellings proposed x 40% affordable housing requirement = 10 affordable

10 affordable – 10.67% credit

= 10 – 1.067

= 8.93 affordable dwellings

³¹ www.rics.org/uk/ - 6th Edition or subsequent revision

SUMMARY OF REPRESENTATIONS ON:

- (1) DRAFT AFFORDABLE HOUSING SPD (JUNE 2019)
 (2) DRAFT AFFORDABLE HOUSING ADVICE NOTE (JUNE 2019)

TEST VALLEY BOROUGH COUNCIL

The table below shows the responses to the statutory consultation process, and the subsequent changes proposed. Items shown in green represent the sections of the document which have had more substantial changes made to them, either to reflect the consultee feedback, or to provide greater clarity and avoid duplication of information.

DRAFT AFFORDABLE HOUSING SPD

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
Section 2 – Legislative and Policy Context					
Section 2 Para 6	TVBC Housing Development Team		The reference to “10% of the affordable homes planned for the site “.... Is incorrect. NPPF refers to 10% of all homes	Delete word “affordable”	Section 2 Para 2.6 – “on major sites at least 10% of the homes planned on the site”
Section 2 Para 5 – brownfield land	Michael Knappett (Bryan Jezeph Consultancy)	Incomplete sentence.	See suggested amendment below.	See below.	
Section 2 Para 5 – brownfield land	Leckford Estate (c/o Turley)	Incomplete sentence. Suggest deleting “...providing that vacant” and insert “under the provisions for Vacant Building Credit.”	See suggested amendment below.	See below.	
Section 2 Para 5 – brownfield land	Hampshire Campaign to Protect Rural England	Missing text.	Finish the sentence to be consistent with paragraph 63 of the NPPF, and change “will” to “may”.	Paragraph 2(5) – To encourage re-use of brownfield land, any affordable housing contribution due may be off-set by the amount of existing gross floorspace, provided that vacant buildings are being reused or redeveloped.	Section 2 Para 2.5 -- To encourage re-use of brownfield land, any affordable housing contribution due may be off-set by the amount of existing gross floorspace, provided that vacant buildings are being reused or redeveloped.
Section 3 – How Affordable Housing is Delivered in Test Valley					
TVBC Housing	Askey	Reference to “...integrated and	Oxlease Meadows was an unusual	No change.	n/a

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
Services section in table		pepperpotted throughout the site..." does not seem to have been applied to the row of houses near the public car park at Oxlease Meadows, Romsey. I question whether TVBC is adhering to its own policy.	development whereby the market housing was large detached 4 and 5 bed houses. By contrast the affordable housing was a row of 5x 3-bed houses which better addressed local housing needs so there was somewhat of a contrast. On other developments, the design and integration of affordable housing is less of a contrast with market housing and in accordance with Policy COM7.		
Whole table	Hampshire Campaign to Protect Rural England	"Applicant" is used in ambiguous way as it refers to both housing applicants and planning applicants.	Agree.	In the TVBC and Planning Department rows of the table, refer to planning applicant. In the Help to Buy South row refer to housing applicant.	Section 3 – whole table – now reflects planning applicant and housing applicant
Section 4 – Housing Need in Test Valley					
Section 4 Para 2	TVBC Housing Development Team		Would be useful to update the housing register and HTB South stats	Updated figures to reflect needs data as at Feb 2020	Section 4 Para 4.2 now includes updated housing needs data.
Section 4 Paras 2 and 3 – households in need	Hampshire Campaign to Protect Rural England	The target of 200 affordable homes per year is not going to make sufficient impact on the number of households in housing need which is currently 2000. The totals on the housing register are increasing by 680 per year. The aim of the SPD should be to improve the rate of delivery of affordable housing.	The target of 200 AH per year is in the Housing Strategy 2016-19 (and the newly adopted Housing Strategy 2020-25). It is acknowledged that any affordable housing delivered in a year is insufficient to address total need in the SHMA or on the housing register, but it does emphasise priority housing needs by focusing on subsidised rented housing. PHIL Agreed – it is a realistic target and will be expressed as a minimum level of delivery in the future housing strategy 20-25.	No change	n/a

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
Section 4 Paras 5-6	TVBC Housing Development Team / Planning Policy Team		Detail regarding under-occupation and LHA is not relevant. It is not a policy matter, so no need to be included in the SPD.	Remove wording as appropriate	n/a
Section 5 – What is Affordable Housing?					
Whole section	Hampshire Campaign to Protect Rural England	The term affordable housing is too coarse. The SPD and the SHMA should recognise the affordable rent at 80% of market rent leads to housing that is unaffordable for many low income households. What is affordable should be based on lower quartile band average earnings in Test Valley.	The SHMA does analyse lower quartile house prices and earnings when assessing the quantum of local housing needs. The council receives Hampshire Home Choice surveys and RPs undertake their own affordability assessments for prospective tenants. Affordable rent is the starting point for securing subsidised rent accommodation but social rent is preferred for 3 and 4 bed houses so that households are more able to afford the rent.	No change.	n/a
Whole section	TVBC Housing Development team		Need to introduce paragraph referring to new tenures introduced by government to allow scope for changes	New para introduced	Section 5 Para 5.2 – “From time to time the government introduces new affordable home ownership initiatives and the products that can be considered at the time of application may differ from those specified in this document. Any new initiatives will be given due consideration subject to the existence of detailed planning guidance and subject to the product being genuinely affordable to those with a local housing need.”
Section 5 Para 6	Aster Development	If rent levels must not exceed the	Rent levels being capped to LHA in	We have subsequently reviewed	Section 5 Para 5.6 – “Affordable

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
& 7 – rent levels and LHA		<p>local housing allowance (LHA) in perpetuity in a S106 agreement, this would prevent Aster from developing new homes in Test Valley. RPs are best placed to monitor and control rents – a blanket cap in perpetuity ties the RP's hands in the long term. Aster normally caps affordable rents at LHA on first let then we assume rents will inflate in line with government policy on rent increases, but the TVBC position does not allow to do this.</p> <p>We have calculated figures based on no increase in rents to show what negative impact it has and are willing to share this with TVBC.</p> <p>The rent capping clause in the S106 is unlikely to be monitored or enforceable.</p> <p>This renders Aster offers on new developments uncompetitive and we will not work in local authorities where the affordable rent is capped in perpetuity, despite Aster being the LSVT in Test Valley.</p>	perpetuity is very established and most RPs and councils operate with this. It provides consistency for all RPs and ensures that rents are affordable for households.	this position and agreed to remove reference to “in perpetuity” for the reasons stated by Aster.	Rents must not exceed 80% of the local market rent, inclusive of service charges and must not exceed the Local Housing Allowance (LHA) for the relevant property type in the relevant location.”
Section 5 Para 11 – Starter Homes	Askey	It is commendable that TVBC is trying to ensure “discounted” homes are available to young people aged 23-40 but capping the dispersal price will trap young families in homes too small for a family. Young families need some	The starter homes product has been introduced by the Housing and Planning Act 2016 and will be clarified in secondary legislation. At this time, it is not a relevant housing solution to meet housing needs in Test Valley.	Starter Homes have not been progressed. A reference to Starter Homes (with their criteria being set by government, not TVBC) will remain in the document, but the position will remain that TVBC will not be	Section 5 Now Para 5.10 “The principle of Starter Homes was introduced through the Housing & Planing Act 2016 and Starter Homes have been included in the definition of Affordable Housing in the National Planning

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
		profit from their starter home in order to afford a large home.		negotiating Starter Homes due to lack of national guidance and change of government direction around this type of tenure.	Policy Framework. Secondary legislation remains outstanding and the government no longer has a dedicated budget for the delivery of Starter Homes. This tenure is not, therefore, currently supported by the Council. It is neither a local nor national priority for delivery.”
Section 5 Para 12 – Discount Market Sales Homes	Landspeed Homes	Whilst discount market sales homes (DMS) are included in the NPPF affordable housing definition, we believe that DMS does not offer affordable home ownership. DMS are normally sold by the developer with abbreviated nominations and qualifications which are problematic upon resale.	Discount market sale homes have been referred to in some Section 106 agreements and delivered as affordable housing as they meet local housing needs.	No change.	n/a (Now Section 5 para 5.11)
Section 5 Para 12 – Discount Market Sales Homes	Leckford Estates (c/o Turley)	“Local market levels” should be defined as there are differences in the housing markets in northern and southern Test Valley also between urban and rural areas. How often will advice on local market levels be published?	Relevant property websites are used to look at prices of similar properties in the local area compared to the property being considered for a DMS tenure. There is no need to publish this information as it is publicly available and properties are considered on a case by case basis.	Include new 2 nd sentence	Section 5 Now Para 5.11 – “.....These homes must be genuinely affordable to local people, based on incomes and house prices. Proposed sales values will be assessed against similar properties in the local area.”
Section 5 Para 14	TVBC Housing Development Team		Need to remove reference to Zone Agent – outdated terminology	Removed reference to Zone Agent	Section 5 now Para 5.13 – “Eligible households for first and future purchasers of Discount Market Sales homes must be registered and eligible to be on the Help to Buy Agent’s register, or any successor organisation, being the register of low cost home ownership need.”

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Section 5 Paras 17 – 19 – Private Intermediate Rented Homes eg. Rent Plus	Rentplus UK Ltd (c/o Tetlow King Planning)	<p>The representation provides extensive background to the Rentplus model which falls within the “rent to buy” product in the NPPF definition of affordable housing <i>d) Other affordable routes to home ownership</i>. There is reference to a Housing Minister speech and a letter about Rent to Buy and the Affordable Housing Commission’s report “Defining and Measuring Housing Affordability – an Alternative Approach” (June 2019).</p> <p>The SPD has references to intermediate tenures but this definition has been superseded and no longer appears in the NPPF definition of affordable housing except that Rent to Buy will involve a period of intermediate rent. Rent to Buy should be referred to as a stand alone tenure in line with “other affordable routes to home ownership”. We welcome reference in the SPD of Rentplus which is based on the model of Rent to Buy but should be acknowledged separately from other tenures.</p>	“Private intermediate rented” is not referred to in the NPPF. Build to Rent is in paragraph (a) of the NPPF affordable housing definition but Rent to Buy (like Rentplus UK) is in paragraph (d).	<p>Delete references to “private intermediate rented”.</p> <p>List different tenures in more logical order.</p>	Section 5 Para 5.16 Rent to Buy – “Subsidised rented homes can be provided by private sector housing or by Affordable Housing Providers, including Rent to Buy. Such homes should be made available in a form which is equivalent to Affordable Rented homes provided by Affordable Housing Providers in terms of affordability. The monthly rent is capped at 80% of market rents or the Local Housing Allowance, whichever is the lowest Households must earn less than £80,000 a year and an affordability check will be carried out to ensure that the applicant can afford the rent from the start and can realistically purchase a share in the property in the future”
Section 5 Paras 18 & 19 – private intermediate rent	Trustees of the Barker Mill Estates (c/o Turley)	We welcome acknowledgement of the role of affordable private rented homes.	Noted.	No change.	n/a (Section 5 para 5.16) as above. Build to Rent is now detailed in para 5.9.
Section 5 Para 19 – private intermediate	Leckford Estates (c/o Turley)	“Schemes proposing private intermediate rent may be supported by the council.” “May”	The NPPF does not refer to “private intermediate rent” but does refer to “Affordable Private Rent” under	<p>No change.</p> <p>See related changes above in</p>	As above.

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rent		should be replaced by “will” as the NPPF is clear that private rented accommodation falls within the definition of Affordable Housing.	<p>section a) Affordable Housing for Rent. Intermediate rent is in section d) Other Affordable Routes to Home Ownership when referring to rent to buy.</p> <p>Even though the terminologies are included in the NPPF affordable housing definition, councils are not bound to include them all – an applicant must demonstrate that the tenure or housing product is affordable to those in local housing need, and hence relevant in Test Valley.</p>	response to Rentplus UK.	
Section 5 Para 21 – shared ownership rent level	Aster Development	This refers to rent being charged on the unsold equity not exceeding 2.5% but page 6 of the Advice Note refers to no more than 2.5%. The normal standard is 2.75%.	Agreed.	amend “2.5%” to read “2.75%”.	Section 5 now Para 5.18 – “.... Rent will then be charged upon the unsold equity and shall not exceed 2.75% of the value as specified by Homes England. “
Section 5 Paras 24 & 25 – shared equity	Landspeed Homes	<p>The definition of shared equity is too concise and should be expanded to read:</p> <ul style="list-style-type: none"> Shared equity enables an eligible purchaser to purchase an equity share in their home via a conventional mortgage. The equity share shall always be equal to the level set on the initial disposal (or such subsequent value following staircasing where the staircased interest is less than 100% of the open market value of the home) at any given time and its monetary value may therefore 	Paragraph 24 provides a useful summary of the shared equity product and it is not necessary to expand any further.	No change.	Section 5 Para 5.21-5.23 – (wording is sufficient to cover main points)

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		<p>increase or decrease in accordance with fluctuations in the open market value.</p> <ul style="list-style-type: none"> The mechanism for delivery will be secured through the S106. A shared equity unit for sale shall be sold to a person or persons who are unable to afford market housing. The initial equity share shall be sold at up to a maximum 75% of the open market value. The approved body shall retain a beneficial interest in the unsold share which shall be secured by a legal charge thereon to protect the discount. Subsequent sales (resales) will seek initially to secure purchasers with a local connection (or such arrangements that accord with the specific provisions of the S106) and will be retained as affordable housing. Unless a purchaser has staircased to 100%, then the affordable housing provider will continue to retain a mortgage or charge on the property for the remaining equity and there is no rent or interest charged on this share. Purchasers are fully entitled to staircase to 100% 	<p>Disagree. The 25% equity charge should be retained by the AHP to ensure the dwelling remains affordable, and would not be transferred to the new purchaser. The equity loan (eg. 75%) would be transferred to the new purchaser who would be a Qualifying Person nominated by Housing. However, an amendment is required.</p> <p>Agree. There is a similar sentence in the Share Ownership section at paragraph 5(22).</p>	<p>Paragraph 5(25) - Upon resale if the purchaser has not staircased to 100% ownership, the equity loan is repaid to the Affordable Housing Provider new purchaser in relation to the percentage share retained.</p>	<p>Section 5 Para 5.22 - . "Upon resale, if the purchaser has not staircased to 100% ownership, the equity loan is paid to the new purchaser in relation to the percentage share retained. For instance, if 75% share purchased and 25% equity charge to the Affordable Housing Providers, 25% of the resale value at the time of the sale, would be payable to the Affordable Housing Provider to maintain the equity charge"</p>

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		<p>ownership.</p> <p>Para 25 is incorrect? The equity loan should be transferred to the new purchaser, not the affordable housing provider. It should be amended to read:</p> <p>Upon resale, if the purchaser has not staircased to 100% ownership, the equity charge held by the affordable housing provider in relation to the percentage share retained is transferred to the new purchaser. For instance, if share purchased upon resale is 75% then the 25% equity charge, held by the affordable housing provider, will be transferred to the new purchaser by way of mortgage or legal charge to continue to protect the discount and ensure that the shared equity unit remains affordable until such time as an owner/purchaser has staircased to 100% ownership at which point the approved housing provider shall discharge the equity charge held and all previous related restrictions will cease.</p> <p>An additional point to include is that nominations are via Help to Buy South or its successor as the zone agent (as stated in the definition of shared ownership).</p>		<p>At the end of paragraph add “Nominations are via Help to Buy South or its successor as the Zone Agent.” Now 5.23</p>	<p>Section 5 Para 5.23 – “Nominations are via the Help to Buy Agent or its successor...”</p>
Section 5 Paras	TVBC Housing		These are types of affordable	Split these out from tenures	Section 5 Para 5.24-5.39 Listed as

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26-44	Development Team		housing to meet specific customer needs, not tenures as set out in the NPPF. Need to list them separately so as not to confuse them with tenures. Also there is no need to repeat legislation around self/custom build.		forms of housing rather than tenures.
Section 5 Para 27 – Specialist and age-targeted housing	Leckford Estates (c/o Turley)	Delete paragraph 27. Reference to such accommodation generally falling within Use Class C3 is over-simplified and the subsequent bullet points are unduly prescriptive.	Disagree. TVBC recognises that some age-targeted accommodation can be a hybrid of Use Class C2 and C3, but paragraph 27 is attempting to clarify proposals which clearly fall within C3 and hence would be subject to an affordable housing provision.	No change.	Now Section 5 Para 5.25
Section 5 Para 29 – Retirement Dwellings	Askey	Reference is made to retirement housing needing to contribute to affordable housing – the council should negotiate prudently to obtain generous contributions off-site.	Annex 1 of the SPD refers to the method for calculating financial contributions in lieu of on-site affordable housing. This has been used at various times, including for older persons' accommodation, to ensure a realistic commuted sum is generated.	No change to text, but moved to different section for clarity.	Now Section 6 Para 6.11
Section 5 Para 31 – extra care housing	Hampshire Campaign to Protect Rural England	“To meet the growing needs of an older population...” Is the population growing or the average needs of individuals that is growing? Suggest replacing it with “To meet the needs of a growing older population...”	Suggest an amendment to clarify.	Amend to “To meet the needs of an increasing proportion of older people...”	Section 5 Para 5.27 – “To meet the needs of an increasing proportion of older people within the local population, and to provide a choice of care for those with particular care requirements, Extra Care housing schemes can provide an appropriate way of meeting those requirements in schemes that meet a range of different levels of need.”
Section 5 Para 35 – exceptional	Hampshire Campaign to Protect Rural	It states that Policy COM7 seeks on-site provision except in exceptional	The policy does not mention exceptional circumstances. The	Text to be moved to the Policy COM7 section for clarity. Need	Now Section 7 Para 7.1

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circumstances	England	circumstances, but the policy makes no mention of exceptional circumstances. It should.	Revised Local Plan supporting text para 5.105 did refer to “The preferred option is for provision to be made on-site. In some circumstances the Council will consider an equivalent off site contribution where justified.” However this text was deleted in the COM7 Planning Advice Note (July 2016). Nevertheless, the new AH SPD clarifies the position that affordable housing should be provided on-site unless it falls within one of the financial contribution categories or if exceptional circumstances justify it.	to remove reference to “extra care housing” at the end of the sentence as this applies to all developments, not just extra care. Wording to otherwise remain as existing.	
Section 5 Paras 38-40 – self build and custom build	Michael Knappett (Bryan Jezeph Consultancy)	It is not clear how self-build or custom build plots could be considered a form affordable housing, after allowing for plot acquisition costs, build costs and financing.	<p>In paragraph 61 of the NPPF, footnote 26 suggests that self and custom build properties could provide market or affordable housing. But the appeal decision dated 12 November 2019 for land at Oakcutts, Stockbridge was dismissed and paragraph 12 says “Furthermore, self-building ...has little bearing on whether a dwelling can or cannot be considered to constitute affordable housing.”</p> <p>PHIL - I would be minded to delete this section altogether (paras 5 (38 – 44). Surely there would be no AHP appetite for self build?</p> <p>Any self/custom build proposals for a site over AH policy thresholds would still be expected to deliver</p>	Include a section on self/custom build to specify AH requirements where policy threshold is triggered. To be included within Policy COM7 section. Also include a section on what self/custom build is, in the list of different types of housing.	<p>Section 6 Para 6.6 (policy position) “A proposal for self build or custom build housing, whether on its own or as part of a larger traditional housing scheme, will be required to provide a proportion of affordable housing and to comply with Policy COM7. Self build or custom build housing may be considered as affordable housing if it is demonstrated that local open market house prices and rents are unaffordable.</p> <p>Section 5 Para 5.38 - Where self build plots are considered feasible for affordable housing, planning obligations in a Section 106 agreement will control occupancy, re-sale and maximum sale or rent prices that can be charged. Where</p>

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			AH – either on site or through financial contribution.		self build housing is not feasible for affordable housing, a commuted sum in lieu of on-site affordable housing will be secured in accordance with method outlined in Annex 1.”
Section 6 – When is Affordable Housing Required On-site?					
Section 6 Para 1 – Policy COM7	Michael Knappett (Bryan Jezeph Consultancy)	The contents page should make it clear that there is an original version of Policy COM7 (page 13) and a revised version on page 14.	Agree.	Remove old policies as these make the document very confusing to read.	Contents page amended as appropriate. Now only includes new proposed policy position.
Section 6 – whole section	TVBC Housing Development Team / Planning Policy Team		We recommend removing the previous versions of COM7 in light of the fact that there has been a further amendment in the NPPF since the consultation took place, which would require 3 different versions to be shown. Consultation feedback indicated some confusion with 2 versions.	Remove old versions of COM7 to avoid confusion.	Section 6 Paras 6.1-6.2 – Policy COM7 wording now updated to reflect NPPF changes
Section 6 Paras 1 to 7 – Policy COM7 old and revised	Leckford Estates (c/o Turley)	The revised wording to Policy COM7 to take account of national policy guidance and the small sites exemption, at paragraph 7, is welcomed. However, there is no evidence in the SPD to demonstrate a case for seeking financial contributions on smaller sites and therefore no affordable housing should be sought from schemes of 10 dwellings or less.	Policy COM7 does not seek affordable housing from sites of 10 dwellings or less in non-designated rural areas. NPPF paragraph 63 says that in designated rural areas, affordable housing can be sought from site thresholds below that of 10 dwellings in the “major development” definition. It suggests that the site threshold could be 5 dwellings or fewer, above which affordable housing can be sought. So Policy COM7 includes a section	Need to address recent NPPF changes.	Section 6 Paras 6.1-6.2 Policy COM7 wording now updated to reflect NPPF changes

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			<p>for sites of 6-9 dwellings.</p> <p>The policy is also in accordance with PPG “Planning Obligations” paragraph 023 which says that in designated rural areas, local planning authorities may instead choose to set their own lower threshold in plans and seek affordable housing contributions from developments above that threshold.</p> <p>Financial contributions in lieu of on-site affordable housing have been secured on sites of less than 10 dwellings at Crofton, Awbridge; Hyde Farm, Broughton; and Home Farm, Wellow.</p>		
Section 6 Para 2 – housing in rural areas	Hampshire Campaign to Protect Rural England	This should refer to the latest NPPG para 023 which states that councils can set their own threshold in rural areas. We believe that rural sites accommodating 3 or more dwellings would be compatible with the TVBC aim of 34% affordable (200 out of 588). There is no need for the proportion of affordable housing to be reduced with development size in rural areas.	At present Policy COM7 does not seek affordable housing or a financial contribution on sites of 5 or less dwellings, and any change to the policy will be done through a review of the local plan.	No change.	n/a
Section 6 Para 7 – Revised wording of Policy COM7	Michael Knappett (Bryan Jezeph Consultancy)	1000sqm threshold – this was deleted from the NPPG in March 2019 and Policy COM7 is in conflict with national guidance.	The 1000m ² threshold in the NPPF and PPG “Planning Obligations” only refers to non-residential proposals, and such government guidance carries more weight than the local plan policy.	Need to update wording to reflect NPPF changes.	Section 6 Paras 6.1-6.2 Policy COM7 wording now updated to reflect NPPF changes

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		<p>0.5ha threshold – this is contrary to para 63 of the NPPF and “major development” definition, and Policy COM7 should be amended.</p> <p>Should footnote 14 refer to Annex 3, not Annex 8?</p>	<p>LEGAL – can “1000m2 etc” be struck out of Policy COM7 in the SPD?</p> <p>Disagree. Both the NPPF “major development” definition and PPG “Planning Obligations” paragraph 023 refer to a site area threshold of 0.5ha.</p> <p>Agreed.</p>	<p>Amend footnote 14 to refer to Annex 3 (Designated Rural Areas Map).</p>	<p>Now Annex 2</p>
Section 6 Para 7 – Revised wording of Policy COM7	Landspeed Homes	With regard to the bullets on “10 dwellings...” and “6-9 dwellings...” they should also allow for on-site provision of affordable housing if this is viable and can be delivered by an affordable housing provider. This would allow both options to be considered (financial contribution or on-site provision).	Affordable housing has been successfully delivered on a site of 10 dwellings or less at Kents Orchard. Policy COM7 refers to a financial contribution equivalent to up to 20% of dwellings to be affordable, but this does not preclude on-site provision if this is viable and feasible.	No change.	n/a (para 6.2 – policy COM7 wording)
Section 6 Para 7 – Revised wording of Policy COM7	Hampshire Campaign to Protect Rural England	Affordable housing in rural areas should not be replaced with a financial contribution. Affordable housing is needed in a particular	Affordable housing has been successfully delivered on a site of 10 dwellings or less at Kents Orchard. Policy COM7 refers to a financial	No change	n/a (para 6.2 Policy COM7 wording)

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		rural community to provide local accommodation for those in need and Policy COM7 should be revised.	contribution equivalent to up to 20% of dwellings to be affordable, but this does not preclude on-site provision if this is viable and feasible.		
Section 6 Paras 10 & 13 – legal agreements	Michael Knappett (Bryan Jezeph Consultancy)	Some paragraph numbering is wrong. Need clarity that both S106 and unilateral undertakings can secure affordable housing, not just legal agreements.	Agree. A legal agreement or unilateral undertaking are both pursuant to Section 106 of the Town and Country Planning Act 1990. Both are relevant to securing the delivery of affordable housing, as paragraph 6 (10) refers.	Amend as necessary. No change.	Numbering corrected. Section 6 para 6.7” As stated in Policy COM7, the Council will seek to secure affordable housing, or a financial contribution for off-site provision, via a S106 agreement or a Unilateral Undertaking (UU).” Section 6 para 6.10 “The precise mix and tenure for provision on site will be specified in the S106 agreement or UU”. Definitions of S106 and UU also in Glossary
Section 6 Para 15 – starting point to secure affordable housing	Leckford Estates (c/o Turley)	Reference to the 3 rd bullet – 70% affordable or social rented housing. Later in the SPD at Section 9, paragraph 2 there is reference to two thirds, so the council’s starting point should be 67% not 70%.	The reference to “two thirds” in Section 9, paragraph 2 is to the district totals in the SHMA table for affordable rent + social rent = 66.3%. The following paragraph 3 then says a tenure split of “...70% social/affordable rent is a starting point in negotiating...”. 70% is a rounded figure and used in negotiations.	No change to text, but move to more logical place.	Now Section 6 para 6.8

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Section 6 Para 15 – starting point to secure affordable housing	Trustees of the Barker Mill Estates (c/o Turley)	We welcome the starting points for negotiation but suggest that the target of 70% social rented should be replaced with “a predominance of social rented” to provide greater flexibility.	The 3 rd bullet refers to “at least 70% affordable or social rented housing” and not just social. TVBC is considering options for tenure splits for the rented element (affordable rent/social rent).	No change but move to more local place.	Now section 6 para 6.8
Section 6 Paras 24 and 25 – sub-division of sites	Trustees of the Barker Mill Estates (c/o Turley)	These need further explanation as it is not clear how this can be achieved and does not provide sufficient certainty.	Paragraphs 24 and 25 are considered to sufficiently highlight issues of sub-division of sites to circumvent the affordable housing threshold, which should be avoided.	No change.	Now Section 6 paras 6.21 and 6.22
Section 7 – Rural Affordable Housing – NOW SECTION 8					
Section 7 Para 7.5	TVBC Housing Development Team	.	HARAH no longer in operation, so wording needs to be changed to reflect new arrangements	Updated wording to reflect new arrangements	Now Section 8 – Para 8.7 – “To deliver rural exception affordable housing sites, the Council works in partnership with other organisations and partnerships as appropriate.”
Section 7 Para 8 – rural exception sites	Leckford Estates (c/o Turley)	We welcome the recognition that a proportion of market homes may be allowed to enable the delivery of affordable homes without grant funding.	Noted.	No change to text.	Now Section 8 Para 8.9
Section 7 Para 8 – rural exception sites	Hampshire Campaign to Protect Rural England	It states that a proportion of market housing could be allowed on rural exception sites but doesn’t state what an acceptable proportion could be. It should be very low because otherwise (1) landowners will increase the asking price of land; (2) it would be contrary to the “overarching objective to provide affordable homes to meet local needs” in section 8, paragraph 5; (3) it would raise concerns in the local community about the main purpose	Noted. Having a fixed proportion of market housing would be inappropriate as each development would be considered on its merits. Only if necessary, could a small proportion of market homes be considered to enable the delivery of affordable housing in a rural area.	No change.	Now Section 8 Para 8.9

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		of the development being to provide homes for those in housing need.			
Section 7 Para 14 – shared ownership equity share restriction to 80% in DPAs	Aster Development	The requirement for restricted staircasing in DPAs creates problems with mortgage availability and hence sales. DPAs are a statutory instrument and a requirement for us when obtaining grant funding.	Noted. The Housing (Right to Enfranchisement) (Designated Protected Areas) (England) Order 2009 designates protected areas in many Test Valley parishes. Affordable housing providers are therefore required, amongst other matters, to include in their shared ownership leases (1) a maximum 80% equity share and (2) a buy-back clause to the AHP if equity share is 100%. However, there needs to be further clarification on whether or not the restrictions can be applied if the S106 does not specify it.	Need to amend wording to allow for some flexibility in light of the lack of definitive guidance.	Section 8 Para 8.6"Some Shared ownership homes may be restricted to 80% ownership by the purchaser unless the Affordable Housing Provider has included the rural buy back clause in the lease."
Section 9 – Tenure and Mix of Affordable Housing NOW SECTION 10					
Section 9 – WHOLE SECTION	TVBC Housing Development Team		This section is now quite different from the original consultation version, but all of the detail is covered in relevant sections to make it a more logical read. However, we did remove some of the detail in response to consultation feedback so as to enable more flexibility to be applied on a site by site basis.		Now Section 10
Section 9 Para 1 – tenure split	Hampshire Campaign to Protect Rural England	We support the tenure breakdown needed in the affordable housing provision.	Noted.	No change to proposals	Now Section 10 Para 10.3
Section 9 Para 1	TVBC Housing Development team		Need to allow for changes in need as a result of any future SHMA during the lifetime of the SPD	Include additional sentence to futureproof	Section 10 Para 10.1 –“ The estimated level of Housing Need (per annum) identified in the Strategic Housing Market

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					Assessment (SHMA) (2014) by type of affordable housing is shown in the table below. 1f this is superseded by a subsequent SHMA or other assessment of local housing need, the latest figures will be relevant”
Section 9 Para 9 – dwelling mix	Leckford Estates (c/o Turley)	It is not an appropriate policy approach to require a mix of dwelling styles, type and size and a mixture of flats and houses on each site. On smaller sites this could compromise viability. Meeting identified housing needs should be district-wide and there should be flexibility within individual sites based on local needs.	Not all sites will be able to provide the full range of dwelling types as this will depend on site size, layout and other planning considerations. Did consider adding a table showing potential scenarios for for guidance, but decided not to include as it could be too prescriptive.	Review wording to ensure there can be some flexibility	Now covered under Section 10 Para 10.4 and Section 11 – Prior Consultation.
Section 9 Para 15 – dwelling types	Leckford Estates (c/o Turley)	Re. no more than 40% of the affordable homes should be flats. It is not an appropriate policy approach to require a mix of dwelling styles, type and size and a mixture of flats and houses on each site. On smaller sites this could compromise viability. Meeting identified housing needs should be district-wide and there should be flexibility within individual sites based on local needs.	Noted. The 40% limit on flats would be applied flexibility and be subject to site size, layout and other planning considerations.	Review wording to ensure there can be some flexibility	As above
Section 9 Para 19 – discount market homes	Michael Knappett (Bryan Jezeph Consultancy)	There is no explanation why discount market homes will only be considered on large developments of over 100 dwellings.	We should retain some flexibility to allow Discount Market Homes on smaller sites.	We have now agreed to remove that reference to sites of over 100 dwellings to enable more flexibility. There may be circumstances on a smaller site with viability issues where we	Section 5 paras 5.11 and 5.12 – no longer any reference to sites over 100 dwellings.

¹ Source: Figure 7.24, page 106, TVBC SHMA 2014

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				may wish to negotiate discount market homes instead of having to accept less units or a financial contribution.	
Section 9 Para 19 – discount market homes	Leckford Estates (c/o Turley)	This paragraph should be deleted as no reason is given for this approach of over 100 affordable homes.	As above.	As above.	As above
Section 9 Para 19 – discount market housing	Southern Planning Practice	Discount market homes should be considered on all development sites. The NPPF encourages small and medium housebuilders who do not benefit from economies of scale and where margins of profitability are less. Allowing discount market housing on smaller sites would ensure that affordable housing is less onerous.	As above.	As above.	As above
Section 9 – Prior Consultation NOW SECTION 11				NEW SECTION ADDED WHICH NOW CONDENSES THE INFORMATION THAT WAS IN THE SEPARATE ADVICE NOTE	
Section 10 – Development Viability NOW SECTION 13					
Whole section	TVBC Housing Development Team		This section is now quite different from the original consultation version, but has been condensed, with all relevant information still included. The only consultation response received was with regards to supporting the requirement for viability assessments to be made publicly available. That reference remains.		Now Section 13
Whole section	Hampshire Campaign to Protect Rural England	This section fails to reflect PPG which states that the role of viability assessment is primarily at the plan	PPG “Viability” paragraph 006 says that where up-to-date policies have set out the contributions expected	No change to policy approach	Now Section 13 Paras 13.1-13.14

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		making stage. Developers have ample opportunity to debate the affordable housing percentage at various stages of the local plan process. Poor decisions made concerning the price paid for land should not deprive the district of much needed affordable homes.	<p>from development, planning applications that fully comply with them should be assumed to be viable. So the emphasis is indeed on plan making but the PPG also makes references to viability assessments for planning applications, should that be necessary.</p> <p>PPG “Viability” paragraph 002 states that the (excessive) price paid for land is not a relevant justification for failing to accord with relevant local plan policies.</p> <p>The Dixon Searle Affordable Housing Viability Update (2012) informed the commuted sum calculation at Annex 1 of the SPD and also Policy COM7 also. Therefore the expectation is that developments should be viable in normal market conditions unless there are exceptional site specific costs.</p>		
Section 10 Para 8 – circumstances for a viability assessment	Leckford Estates (c/o Turley)	The approach is too rigid as there will be circumstances where an alternative tenure split or an off-site contribution will be justified outside of viability considerations.	The 2 nd bullet refers to departing from the 30% intermediate/70% rent <i>where this has not been agreed for other reasons</i> . If this was stated in paragraph 10(8) it would address non-viability scenarios.	In the 2 nd bullet, move the phrase “where this has not been agreed for other reasons” to a more appropriate place.	Section 13 Para 13.8 –“ There may be circumstances where the costs of developing a site may affect its value. Where this has not been agreed for other reasons , the Council expects a viability assessment to be submitted with a planning application in the following circumstances”
Section 10 Para 9 – costs and values in a	Leckford Estates (c/o Turley)	At the time of submitting a planning application, actual costs and values will not be available.	PPG “Viability” refers to benchmark land value and existing use value for the purpose of viability	Viability section reviewed, but no change to policy approach.	Section 13.

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
viability assessment			assessments. Even if actual costs are not known for a planning application, it is important that the most up-to-date and relevant costs are used to determine viability.		
Section 10 Para 13 – viability appraisal information	Rentplus UK Ltd (c/o Tetlow King Planning)	<p>6th bullet – reference is made to Rentplus and Rent to Buy but it is the same model.</p> <p>6th bullet – “...assumed to be sold...after a period of 5 years...” This should be amended as not all households will be able to afford to purchase after 5 years. Rentplus offer tenants an agreed route to ownership taking into account their financial situation.</p>	<p>The NPPF affordable housing definition refers to “rent to buy” not rent plus. Rent Plus UK is one of a number of commercial operators which deliver a rent to buy product.</p> <p>The rent to buy model normally has a planned route to ownership after periods of 5, 10, 15 or 20 years after first occupation. An appropriate amendment is suggested.</p>	<p>Delete reference to “Rent Plus” throughout the SPD.</p> <p>Paragraph 10(13), 6th bullet – “...assumed to be sold on a shared ownership basis after a period of 5 years or later period to be agreed...”</p>	Deleted reference to Rent Plus throughout the document
Section 10 Para 21 – viability review and surplus profit	Leckford Estates (c/o Turley)	The basis for the proposed profit split of 60% to the developer and 40% to the council is not specified and is unjustified. The principle of viability review is agreed but the mechanism for dealing with profit uplift requires clarification.	<p>Some clarity on the 60/40 split would be useful. What was agreed in previous reviews? Would 50/50 be a good approach?</p> <p>See also PPG “Viability” para 009 about review mechanisms being necessary to strengthen a LA’s ability to seek compliance with relevant policies over the lifetime of the project (rather than a tool to protect a return to the developer).</p>	Wording has been changed to be more flexible – see para 13.13	Section 13 Para 13.14 “Where permission is granted for a scheme that departs from the policies in the RLP, a review will be applied to the scheme to ensure that any uplift in values are captured to enable the delivery of the maximum amount of affordable housing later in the development process. The review will assess the changes to the gross development value and build costs. If surplus profit is generated over and above

ANNEX 2

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			PHIL		the returns necessary for the scheme to be deemed viable, a review will apply.”
Section 10 Para 23 – marginal or negative viability	Leckford Estates (c/o Turley)	The paragraph suggests that the council will not support proposals which have marginal or negative viability. No justification is given for this approach which is inconsistent with national policy guidance. Not all development proposals are pursued for financial profit.	It is highly unlikely that a development would proceed if it was not financially viable. However, where viability is marginal, the assessment should scrutinise all viability inputs to ensure that affordable housing provision and other planning obligations are feasible and deliverable.	Viability section reviewed, but no change to policy approach.	See new Section 13.
Section 10 Para 31 – disclosure of viability assessments	Leckford Estates (c/o Turley)	This refers to viability appraisals generally being published. Reviews of viability assessments undertaken by or on behalf of the council should be subject to the same transparency requirements as the viability appraisals themselves, and published.	Agree. The NPPF (para 57) requires viability assessments to be made publicly available.	Reflect requirements of NPPF	Section 13 Para 13.10 – “As set out in the NPPF (para 57), all viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available unless there is clear justification for it to remain confidential. “
Section 11 – Grant Funding NOW SECTION 16					
Section 11 Para 11.1 – Introduce reference to nil subsidy being the starting point. TVBC Housing Development Team Section 11 Para 11.4 – as above				Added reference to nil subsidy	Section 16 Para 16.1 – “The starting point for delivery of affordable housing should be on a nil subsidy basis. The Homes England Affordable Housing Programme can, however, provide grant funding to Affordable Housing Providers to develop affordable homes in certain circumstances” .

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
Section 11 Para 11.7 – remove reference to Grants Policy in Annex 2. TVBC Housing Development Team				Remove reference and remove Annex 2 from document. Grants Policy needs to be reviewed and updated. If we include it as part of the SPD it could become out of date, so recommend that it is kept as a separate document, with a link to the webpage where the policy can be found. This enables the council to update the policy without the need to wait for the whole SPD to be updated. Grant cannot be exclusively reserved for AHP's who are already active in the borough, so reference to that needs to be updated.	Section 16 Para 16.1 – 16.5
Section 12 – Vacant Building Credit. NOW SECTION 9, WITH DETAIL PROVIDED AS ANNEX 3					
Section 12 Para 3 – criteria for applying VBC	Leckford Estates (c/o Turley)	The requirement to demonstrate that every reasonable attempt has been made to secure an occupier for a minimum period of 6 months has no basis in national policy – buildings may simply have become obsolete from their original use.	This criterion is considered reasonable in order to ensure that a building has not been made vacant for the sole purposes of redevelopment. Six months of marketing is realistic and would also be used when assessing the potential loss of employment sites under Policy LE10 or the potential	No change to detail. Include detail as Annex rather than in main body of document.	See Annex 3

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
			loss of community facilities under Policy COM14.		
Section 12 Para 6 – vacant building credit	Michael Knappett (Bryan Jezeph Consultancy)	Which NPPG threshold is being referred to?	This should be reference to the site size thresholds in Policy COM7, in order to avoid artificial subdivision of sites and circumvention of the affordable housing requirement.	Separate Annex to address detail	Annex 3 Para 23.5 – “The Council will determine on a case by case basis whether a building is vacant or abandoned. Outline planning applications may present challenges in quantifying whether the vacant building credit will be applicable as the actual number of dwelling or size of dwellings may be determined during Reserved Matters applications. The council will scrutinise planning applications to ensure that sites are not artificially subdivided to avoid the site size thresholds in Policy COM7.”
Section 13 – Layout and Design NOW SECTION 12					
Whole section	Hampshire Campaign to Protect Rural England	Layout - in order to facilitate rural exception sites, the SPD should take a relaxed view about road access – insisting on 5.4m wide road plus pavements and visibility splays rules out many potential sites with restricted access or close to town centres. Meeting normal road widths and layouts could be out of character with the rest of the village and unnecessary for small developments.	Rural exception sites should meet the Hampshire County Council Highway requirements as with any other development. Normal planning considerations would be taken into account including “being in keeping with the character of the area” particularly in conservation areas. The local plan does not have a policy about energy efficiency but this will be addressed in its review. Part L of the Building Regulations needs to be complied with and is regularly updated in terms of the	No change to approach.	Now Section 12

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
		Design – the SPD should emphasise the need for high thermal efficiency in affordable housing. A good example is the Stirling Prize-winning Goldsmith Street scheme which uses Passivhaus technology – low heating costs are a large part of making housing affordable for low income households.	conservation of fuel and power in new dwellings. Some affordable housing providers build to the former Code for Sustainable Homes Level 4 and above, using Passivhaus technology or similar.		
Section 13 Paras 2, 3 and 4 – clustering and phasing	Ashfield Partnership (c/o WYG)	We welcome the flexibility to negotiate the final affordable housing mix. We also agree that affordable homes should be indistinguishable from market housing and that concentrations of affordable homes of the same tenure or size should be avoided. It is positive that the council recognises that some grouping of affordable homes will have practical construction and management benefits but the rigidity of “clusters of no more than 10” without any caveat about further discussion and agreement, is unreasonable. The figure appears arbitrary and could hinder the ability of a developer to achieve a well-planned and designed scheme especially on larger sites such as Whitenap (local plan allocation for 1300 dwellings).	Support is noted. A range of 10-20 dwellings in a cluster may give more flexibility, together with a caveat of “unless otherwise agreed by the council”. PHIL – I think they have a point. Agree with the change? East Anton had clusters of 15 dwellings. Bracknell Forest always referred to clusters of 10-20 dwellings in S106s.	Paragraph 13(2) – amend the text to allow some flexibility Agreed to change to allow clusters of no more than 10 dwellings unless otherwise agreed by the council in writing. This enables flexibility where appropriate without setting a maximum figure which developers may then aim for.	Now Section 12 Paras 12.3-12.6 Section 12 Para 12.3 – “Affordable housing should be fully integrated into a development and provided in clusters of no more than 10 dwellings, unless otherwise agreed by the council in writing, and having regard to the number of affordable homes, mix of dwelling types and layout of the proposal. The affordable homes should also be indistinguishable from the market housing.”

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
		<p>What is the evidence which underpins the figure of 10 dwellings? Other councils apply a more generous figure of up to 15 dwellings. Apply the 10 dwelling blanket limit could preclude affordable housing being delivered in locations where higher densities are justified eg. larger blocks of affordable flats in local centres or key nodal points.</p> <p>The limit of 10 dwellings to a cluster at Whitenap would generate 52 separate clusters for 520 affordable dwellings (40% of 1300). This could compromise the Partnership’s placemaking principles and is unlikely to be attractive to an Registered Provider. An upper limit of 15 dwellings would give a more manageable 35 clusters at Whitenap. Reference to “unless otherwise agreed by the council” would give more flexibility as would a cascade approach ie. larger developments could have large clusters taking into account site specific and other considerations.</p> <p>There is no definition or understanding of clustering but it should reflect site specific and other considerations. But we would not advocate illustrative examples as this would prevent consideration of a detailed layout on a site-by-site</p>			

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
		basis.			
Section 13 Para 9	TVBC Housing Development Team		<p>Need to set a target for a percentage of adapted homes as a point of negotiation</p> <p>Text is quoting out of date Building Regs</p>	<p>Add a preference for securing 10% of adapted homes on sites delivering 10 or more affordable homes. This is not a policy requirement at this stage and will only be referred to as the Council's aim. This helps to ensure that properties are suitably adapted to meet identified needs.</p> <p>Update Building regs references.</p>	Section 12 Para 12.11 "On developments of 10 or more affordable homes the Council would aim to achieve at least 10% of Social/Affordable Rented homes to be delivered as adaptable homes that can meet the changing needs of occupants, built to Building Regulations Part M4 (Category 2) Revised Edition 2015 or successor regulations. Where Category 2 dwellings are to be provided the Council will review the housing needs and negotiate with the developer over the provision of level access showers where there is a demonstrable need"
Section 14 – Mechanism for Securing Affordable Housing SECTION NOW REMOVED					
Whole section	TVBC Housing Development Team		This section has been removed and all detail has been amalgamated into more relevant sections.		
	Michael Knappett (Bryan Jezeph Consultancy)	Need clarity that both S106 and unilateral undertakings can secure affordable housing, not just legal agreements.	A legal agreement or unilateral undertaking are both pursuant to Section 106 of the Town and Country Planning Act 1990. Both are relevant to securing the delivery of affordable housing, as paragraph 14(1) refers.	This is already covered in Section 6. Delete this section as it is repeating earlier information.	Section 6 Para 6.7 "As stated in Policy COM7, the Council will seek to secure affordable housing, or a financial contribution for off-site provision, via a S106 agreement or a Unilateral Undertaking (UU)."
Section 15 – Delivery and Management NOW SECTION 17					
Section 15 Para 1	TVBC Housing Development Team		Need to remove reference to Starter Homes as these are not a tenure we can support	Remove reference to Starter Homes	n/a

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
Section 15 Para 2 - shared ownership equity share restriction to 80% in DPAs	Aster Development	The requirement for restricted staircasing in DPAs creates problems with mortgage availability and hence sales. DPAs are a statutory instrument and a requirement for us when obtaining grant funding.	Noted. The Housing (Right to Enfranchisement) (Designated Protected Areas) (England) Order 2009 designates protected areas in many Test Valley parishes. Affordable housing providers are therefore required, amongst other matters, to include in their shared ownership leases (1) a maximum 80% equity share and (2) a buy-back clause to the AHP if equity share is 100%. (same point as section 7(14) above)	Remove from this section as already covered in earlier section	n/a
Section 16 – Negotiating Affordable Housing Contributions					
Whole section - section has been removed and all detail has been amalgamated into more relevant sections.					
Section 18 – Off Site Delivery					
Whole section - Some of the text has been changed to provide clarity.					
Section 20 – Glossary					
Need additional references added as necessary, including Custom/Self Build, Hampshire Homes Hub, and removal of Zone Agent				Updated	See new Section 20 - Glossary
Section 21 – Annexe 1					
Calculating contributions – whole section	Leckford Estates (c/o Turley)	Application of a standardised RLV to each of the council’s CIL charging zones is a blunt tool and will not recognise the differences between areas within the same CIL charging zone in terms of costs and values. The methodology should be adapted to allow for local variations to be accepted.	The 4 CIL zones each have different residual land value (RLV) percentages to reflect local variations and are based on recent figures in the Calculation Methodology for Financial Contributions (Dixon Searle, 2016). To suggest alternative figures in different areas within the CIL zones would not be feasible.	No change to approach	Information condensed from SPD and Advice Note, and new Annex 1 now written.
Section 21 Para 1	TVBC Housing		The wording suggests that the	Change wording to reflect that	“Section 21 (Annex 1) Para 21.1 -

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
	Development Team		methodology only applies to sites of 6-9 dwellings, whereas it would also apply to any other site where a financial contribution is applicable.	the methodology is the same for all contributions	This section sets out how financial contributions will be calculated for developments of 6 - 9 dwellings and for any other commuted sum in lieu of on-site affordable housing”
General Comments					
	Highways England	No comments – as there would be no impact on the safe and efficient operation of the strategic road network ie. the A34, A303, M3 and M27.	Noted	No change.	n/a
	Jenny Hopkins	No comments directly on the draft SPD but she highlights issues affecting rural villages such as Appleshaw and Redenham where large expensive houses have been granted planning permission and built, instead of smaller more affordable homes which could be occupied by local people both young and old. If the public subsidy process is made easier to access and developers have access to rural agencies, this could help to keep rural communities alive instead of large houses being built to maximise profit.	Whilst TVBC cannot influence individual landowners and the private housing market, it can enable Rural Exception Sites under Policy COM8 based on local housing needs surveys which would determine the appropriate dwelling types and tenures, and be normally 100% affordable housing. Policy COM9 encourages community led developments which would also address local housing needs in their respective areas.	No change.	n/a
	Historic England	No comments on the draft SPD but advises that the council’s conservation staff should be closely involved in preparation of the local	Noted.	No change.	n/a

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
		plan.			
	Askey	<p>It would have been helpful to have a link to the draft SPD on the same page as the announcement it is available for comment. Publicity could have been clearer.</p> <p>It is pleasing to see that TVBC has delivered 733 affordable homes in the last 3 years.</p> <p>There are so many retirement flats on the market but very few properties for younger people. The market economy is aiming at down-sizers yet there are 2000 people living in unsuitable housing across all tenures in TVBC.</p> <p>Various comments on common areas on housing estates.</p>	<p>Noted.</p> <p>PHIL - this needs looking at by someone – but not related to the AH SPD.</p>		n/a
	Leckford Estates (c/o Turley)	<p>We welcome the document which will replace the out-dated 2008 SPD but it is not wholly consistent with the NPPF 2019 and in some areas is unduly prescriptive.</p> <p>We welcome the recognition of difficulties in securing affordable housing in rural areas and that market housing may be needed to cross-subsidise the delivery of affordable housing. The draft SPD identifies a wide range of affordable housing types which will assist landowners, developers and</p>	Noted. Other points made by Leckford Estates have been addressed above.	Recent amendments now reflect NPPF 2019	

Section/Para on Consultation Document	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change	New Version (incl new para numbering)
		communities in determining the best form of provision and which is most viable.			
Other Comments					
	Natural England	No comment. The topic of the SPD does not appear to relate to our interests to any significant extent. Our remit includes protected sites and landscapes, biodiversity, geodiversity, soils, protected species, landscape character, green infrastructure and access to and enjoyment of nature.	Noted.	No change.	n/a

Draft Affordable Housing Advice Note

The contents of the draft Affordable Housing Advice Note have now been incorporated into the main SPD. The Advice Note contained some duplication of information and consultation responses indicated that it was causing some confusion.

Section/Para	Representor Name/Organisation	Summary of Representation	TVBC Comment	Change
Section 2 – Affordable Housing Provision in Test Valley				
Para 2.2 – affordable housing rent	Aster Development	If rent levels must not exceed the local housing allowance (LHA) in perpetuity in a S106 agreement, this would prevent Aster from developing new homes in Test Valley. RPs are best placed to monitor and control rents – a blanket cap in perpetuity ties the RP’s hands in the long term. Aster normally caps affordable rents at LHA on first let then we assume rents will inflate in line with government policy on rent increases, but the TVBC position does not allow to do this.	Same point Aster made on the SPD (section 5, para 6) – see comments above. See main document	Section 5 Para 5.6 of new draft SPD - removes reference to “in perpetuity”.
Section 4 – Dwelling Mix (Sizes and Types)				
Dwelling	Aster Development	There is no mention of semi-detached houses. These are	There is already reference to	Section 10 Para 10.4(iii) of new

types		as acceptable as detached and terraced housing and should be referred to also.	semi-detached houses in the main SPD – Section 10 Para 10.4(iii)	draft SPD refers to this.
Para 8 – Preferred Affordable Housing Providers	Landspeed Homes	As Landspeed Homes is approved by TVBC and has delivered 3 schemes, we should be included in the list of affordable housing providers in the Affordable Housing Advice Note.	<p>Fair point? Why did TVBC engage Landspeed x3 if they were not a preferred RP?</p> <p>PHIL – Non registered AHP depends on terms of the partnership?</p> <p>Preferred partner list (Aster, VIVID, Radian, Sovereign, English Rural) but also work with Landspeed & Merlion (non-registered providers).</p>	No longer producing a separate Advice Note. Main SPD document will refer to Affordable Housing Providers who develop in TVBC area, but no list of partners to be included as the detail is likely to change.

ITEM 14

Exclusion of the Public

Recommended:

That, pursuant to Regulation 4 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the consideration of the following report on the following matters on the grounds that they involve the likely disclosure of exempt information as defined in the following Paragraphs of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, indicated below. The public interest in maintaining the exemption outweighs the public interest in disclosing the information for the reason given below:

Item 13.2.2.2 - Estates Property Matters – Appendix C

Paragraph 3

It is considered that this report contains exempt information within the meaning of paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended. It is further considered that the public interest in maintaining the exemption outweighs the public interest in disclosing the information because the report and annexes necessarily disclose commercially sensitive financial information, relating to the Council and its partners and may fetter the Council's ability to achieve best value from the project.