

# **TVBC Draft Local Plan – June 2025**

## **Revised Regulation 18 Public Consultation**

### **Penton Grafton Parish Council Response**

#### **Executive Summary**

Penton Grafton Parish Council has serious concerns about the suitability, accuracy, and adequacy of the TVBC Draft Local Plan (DLP) and the accompanying Infrastructure Delivery Plan (IDP). While no housing is allocated directly within Penton Grafton, large-scale neighbouring developments—particularly the 1,034 homes proposed at Weyhill (Amport Parish)—will significantly impact the parish, especially Weyhill village. We believe that the supporting evidence base provided in the DLP and IDP is in places outdated, incomplete, and misaligned with the realities on the ground, leading to flawed assumptions that sadly undermine the credibility of both plans.

We recognize that central government has directed large scale and rapid housing development across the country, with the effect that, in our case, TVBC are expected to provide for inappropriate levels of additional housing. We recognise the difficult position that TVBC are in. Despite this, we as a Parish Council are not in favour of the level of housing that is planned for our area. However, noting the current political climate, the fact remains that if such levels of additional housing are still planned, adequate infrastructure and supporting services must be provided. Based on the evidence to date, the DLP and IDP do not provide for what we as a Parish Council believe to be adequate consideration (i.e. expansion and enhancement) of local infrastructure and services. We implore TVBC to revisit this in the strongest possible terms, and to this end we are willing to work with TVBC and other neighbouring parishes to ensure the best outcomes for our residents.

#### **Our Key Concerns**

1. Transport Assessment - Outdated Data and Road Safety Overlooked
  - The supporting “Transport Assessment and Modelling” (Ridge & Partners LLP, Jan 2024) relies on data from 2010, making it 15 years out of date.
  - It was originally prepared for the 2024 DLP, not the revised 2025 version.

- Critically, despite recognising A342 corridor issues, both LDP and IDP fail to consider the A342 through Weyhill, the road most directly impacted. - Independent surveys (2024) recorded 14,000+ daily vehicle movements, set to double.
- Neither plan addresses speed limits, traffic calming, junction redesign, or pedestrian safety.

## 2. Misjudged Infrastructure Capacity

- The IDP acknowledges infrastructure must accompany growth but lacks concrete provisions.
- Facilities such as Fairground Hall, the Recreation Ground, and utility services (water, sewage, drainage) are unlikely to cope with the proposed scale of development without substantial enhancement.
- Assumptions of adequacy are unrealistic and unsupported.

## 3. Public Transport Assumptions

- The DLP assumes sufficiency of the Active 8 bus service, which on its own is unlikely to have sufficient capacity for the potential increase in usage.
- No expansion or diversification proposals are included.
- Wider housing growth in neighbouring parishes will further stretch services.

## 4. Failure to Align with Policy Principles

- Previous directly comparable large-scale Test Valley developments (e.g., Picket Twenty, East Anton) were located near strong road and transport links and were accompanied with significant infrastructure upgrades.
- By contrast, the 2025 DLP locates major rural development west of Andover with poor employment links and transport infrastructure, undermining policy commitments to sustainability.

## **Full Response:**

### **Introduction –**

Following the publication of TVBC - Draft Local Plan (DLP) in June, and the Infrastructure Delivery Plan (IDP). Penton Grafton Parish Council have considered the implications for the Parish, and the references in these plans to the Parish. The plans contains no proposals for housing development in Penton

Grafton Parish itself. However there are plans for development in the Appleshaw, Ampport, and Penton Mewsey Parishes that are immediately adjacent to Penton Grafton (Weyhill) , plus further developments to the West adjacent to the A342 in Kimpton Parish. All of these developments will impact upon Penton Grafton Parish and the existing Weyhill village in particular. The main impact will be by increased traffic on the A342, and its feeder roads. However there are other infrastructure impacts as well and in particular from the 1034 homes planned for the area of Weyhill that is in the Parish of Ampport which is on the border of Penton Grafton Parish and close to the existing Weyhill village. 3.15 in the DLP makes reference to providing additional infrastructure to Weyhill, and also in the Test Valley Sustainable Spatial Strategy “.

In the supporting “Infrastructure Delivery Plan” the Introduction paragraph 3 states “It is recognised that additional growth will require the right levels of timely delivery of new infrastructure alongside new developments which is essential to ensure that undue pressure is not placed on existing infrastructure, facilities and services or residents and local communities. The delivery of new infrastructure helps make new development sustainable. It is also an essential element in ensuring the Local Plan can be found sound upon examination by a local plan inspector”. It is sincerely hoped that this statement will be fully adhered to and in addition to new infrastructure improvement to existing infrastructure where required is included.

## **Background -**

The Parish of Penton Grafton has a population of some 700 inhabitants from the last census. Approximately 500 of those live in the village of Weyhill. The village is effectively cut in two by the A342. The largest element of this population live on the North side of the A342. In the last 50 years there have been three significant housing developments at Casterbridge Lane, Rectory Place, and Weyhill Gardens. There have also been a number of smaller “in fill” developments over this period. At present there are two proposed developments of 9 houses on the Weyhill Fair Public House site, and 20 houses on the Motley Mill business site and field. These last two proposed sites have been supported by the Parish Council as they are considered to be reasonable development within the scope of the existing infrastructure. The Motley Mill site does however raise some concerns over road access (safety), and

pedestrian access to the South side of the A342. Neither of these developments form part of the TVBC - DLP.

## **Infrastructure –**

### **Existing Facilities –**

Below are listed all the key current facilities/infrastructure in the village of Weyhill within the Parish of Penton Grafton. 3.63 refers to facilities such as shops being available to support the Weyhill development. 4.104 refers to the Fairground site. These facilities and shops are detailed below. The IDP supports the provision, enhancement of community facilities to support development.

**Fairground Hall.** This is an excellent facility that is well used by the village, and surrounding area, and a number of local organisations/societies. Whilst well used and adequate for the current local population the influx of 1034 new homes would exceed current capacity for accommodating community requirements. An extension of the hall to provide a second large meeting room/small hall would improve that situation, and provide a significantly more capable asset. The associated car park has been a source of concern for some time and improvements are badly needed especially with increased use of this facility

**Fairground Site.** The site currently has some 14 units accommodating a variety of craft and local services. There are existing plans to convert two open barns into two further units, plus a new build of four units. Currently these require funding. Building these additional units together with encouraging businesses that will provide necessary local services for the new expanded community should be a major consideration in the future of this site. This site shares the Fairground Hall car park. Improvements to the car park surface and ingress/egress will need improvement for the envisaged increased use.

**Recreation Ground.** The current recreation ground is owned and maintained by TVBC. Its facilities are limited to a small fenced play area situated within an open grass area of some 3 acres. Access is currently for pedestrians only via Casterbridge Lane, off Rectory Lane. Whilst it currently serves the village in a limited way, there are no football, cricket or other facilities in the village. The demands of 1034 new homes would require significant improvement to this facility, and vehicular access.

The IDP refers to the adequate provision of recreational facilities.

**Weyhill Service Station.** This is a private commercial complex containing a Petrol Station, Small shop, Garage/Tyre Service, and Bathroom showroom. It is situated on the A342 in the middle of Weyhill village. How this busy commercial enterprise responds to the inevitable increase in trade, and demands is outside the scope of this response. However the inevitable increase in traffic using this facility will impact upon road movements on the A342. (See the Roads response below). The shop which is integral with the Service Station is a valuable asset to the village of Weyhill, and surrounding area. The nearest shops other than this facility are in Andover or Ludgershall.

**Weyhill Farm Shop** – This shop is located on the South side of the A342 to the East of the Service Station. Again it is a private commercial butchers with a small café, and a large car park which also hosts the village Bottle Bank. How this commercial enterprise responds to the likely increase in trade is outside this response. This valuable facility is only easily accessed by road due to the footpath on the South side of the A342 ceasing when it reaches the Service Station. This footpath should be extended across the front of the Service Station and alongside the A342 to reach the Farm shop to enable and encourage safe pedestrian access.

**Public Houses/Restaurants.** Currently Weyhill has no Public House. The Weyhill Fair shut some two years ago, and is currently subject to planning applications for some nine houses. There is an Indian restaurant the “Pink Olive” which was a former Public House and has a good car park.

**Utilities** – The Parish and in particular Weyhill is served with gas, electric, water and sewage with few problems. Gas is only available in parts of the village and is no longer a consideration if Government Environmental Policy progresses. The limited availability of gas has resulted in a number of properties using oil for heating. As far as is known the current services could accommodate known development in the existing village of Weyhill, and current planned development. It is not known and considered unlikely whether current services could meet the demands of 1034 new houses. Recently the area around Weyhill has seen fibre optic communication cables being installed. As the Telephone Exchange is adjacent to the proposed developments it is unlikely that telecommunications will be a problem. The situation regarding Water, Sewage, Drainage, and Environmental issues is dealt with by a detailed

report by the Upper Anton Parishes Flood Forum. This report is an development of the report submitted by the Pill Hill Brook Pan Parish Forum.

**Public Transport** – 4.105 refers to the Active 8 bus service, and the footpath/cycleway from Weyhill to Andover.

Currently the village is served by two bus routes. The Active 8 is run by Salisbury Reds, and Stagecoach jointly. This service is a frequent service that is well patronised, particularly at commuting times. It provides services to Andover in one direction and alternately to Tidworth and Salisbury in the other direction. The demands from the various housing developments both in the TVBC Plan and further developments in the Ludgershall/Tidworth area will inevitably put greater demands on this already well patronised service. The other service is the Number 5 service run by Stagecoach from Andover. This service takes a circular route from Andover via Army HQ, Monxton, Grately, and Thruxton returning to Andover via Amesbury Road to Weyhill (Red Post Lane). Whilst it is undoubtedly a useful service its circular route makes it of limited value to Weyhill residents. With the influx of 1034 homes on or close to its route, serious consideration should be given to improving this service, possibly making bi – directional. There is a further service that ran on early mornings of college days only. This was the 85 service to Winchester college. This service started from Ludgershall, and was of undoubted use to students and provided an additional service into Andover or beyond for some. The housing plans for Kimpton, Appleshaw, Ampport, and Penton Mewsey Parishes through which this service passed would inevitably benefit from this service being reinstated.

**Bus Stops** – Currently the village of Weyhill has seven bus stops. Three are both direction stops on the A342 (six) that serve the Active 8 Service, and one in one direction on Red Post Lane serving the Number 5 Service. The lone stop on Red Post Lane is considered adequate for the circular route of this service. Should this service be changed then this would require consideration. The stops on the A342 consist of both directions adjacent to the Penton Road junction. Both directions adjacent to the Fairground Hall, and both directions in Weyhill village adjacent to Weyhill Service Station on the South side, and adjacent to the Weyhill Fair site on the North side. These last two stops have

bus laybys. In order to maintain traffic flow and road safety it is strongly recommended that new bus lay byes are created at all stops in Weyhill. Two of the stops on the North side have bus shelters. To support and encourage greater use of public transport bus shelters should be provided at the remaining bus stops on the A342.

**Roads** – The DPD and IDP refer to the A342 in NA7, NA8, NA13, NA16, and NA19. All of these Policies require infrastructure improvements to the A342. Two particular junctions at Appleshaw, and Penton Corner are mentioned for improvement work to the junctions. It is interesting that the A342 through Weyhill is not mentioned in the TVBC – DLP or IDP in relation to the resulting significant increase in traffic, noise, and the safety impact upon the village community. Unfortunately the HCC Transport Strategy does not consider the A342 a strategic route, and it has apart from some resurfacing ignored this road and its problems for many years. They do not even bother to collect road traffic data as the sites on the road have been non-operational since 2010.

An independent traffic survey was carried out in 2024 on behalf of a third party. The survey was carried out by HCC so its accuracy can hopefully be relied upon. The survey showed an average of over 1,000 vehicles per hour travelling through Weyhill at peak times, and a daily average of over 14,000 vehicles. This figure will conservatively double with the proposed developments. Interestingly. These now 18 month old figures show 229 vehicles exceeding 50mph, and 17 exceeding 60mph per week!

## **A342**

The main road through Weyhill is the A342. As has been stated this road effectively cuts the village in two and has done for many years going back to when this section of the A342 was part of the A303. Due to increasing volumes of traffic both local and through the A342 is in need of significant safety work.

The area from Red Post Lane to the Eastern end of the village needs widening with a longer and larger central turning strip for accessing the Service Station and the Farm shop. There have been numerous accidents including some involving injury. Unfortunately many of these accidents do not get reported, and there seems to be no accurate data available. In addition there is only one crossing point as referred to in Footpaths/Cycleways. There is a need for both a further crossing towards the Eastern end of the village and extension of the

footpath on the Southern side of the A342. These two requirements will become of even greater importance with the developments at the Weyhill Fair and Motley Mill sites.

At the Western end of Weyhill is the Fairground roundabout. This roundabout consists of a central roundabout with a cobble ring around it to accommodate large lorries turning. This construction is high maintenance with cobbles regularly coming loose requiring repair. This roundabout needs improvement for both this reason but more importantly safety. The approach from the West (Ludgershall) direction suffers from poor visibility due to trees and bushes at the roadside for vehicles exiting from Fairground Lane. Vehicles coming from the West approach far too quickly making exiting from Fairground Lane dangerous. If the Footpath/Cycleway were extended the resulting cut back of trees, and bushes would significantly improve visibility. However this busy roundabout which suffers significant tail backs at peak times already will only get worse with the planned developments.

This situation plus the numerous junctions through Weyhill Village at Rectory Lane, Red Post Lane, Ancient Lane, Seymour Place, and Hardy Fair Close plus the Service station entrance/exits, and Farmers shop entrance exit, plus the future developments already planned result in the Parish feeling strongly that this warrants a 30MPH limit. HCC County Highways have turned down all requests to date in spite of Department of Transport guidelines supporting such a limit. The DLP proposals of some 3,000 homes on the A342 corridor will significantly increase the volumes of traffic on this section of road. A traffic survey in 2024 showed an average of over 14,000 vehicle movements per day. It is estimated that the Developments proposed would double this figure. There is a wealth of Department of Transport policy and guidance available on main roads through villages and the speed limits and traffic calming measures that should be implemented for safety and well-being of the community. This has consistently been ignored by HCC County Highways.

**Side and Minor Roads** – There are four main side/minor roads feeding into the A342 in Weyhill. In the West Penton Road leaves the A342 to the West of Fairground roundabout. This road is a rat run to the Northern areas of Andover and to the A338 and the A34/M4 at Newbury. For traffic coming from the East on this road trying to exit right on to the A342 is particularly hazardous. This road also goes through Weyhill Bottom crossroads the scene of several

accidents and some injury. County Highways still have significant work outstanding on this site. Amesbury Road brings traffic from Ampert and Thruxton to the A342 plus linking to the A303. Generally speaking this road is not considered a problem apart from it joining the A342 at Fairground Roundabout. This is already a busy Roundabout and developing 1034 homes close to it will only make these two roads busier and the already congested roundabout significantly worse.

Rectory Lane joins the A342 at a staggered junction with Red Post Lane in the middle of Weyhill. This junction has had incidents and due to the 40MPH limit on the A342 making exiting challenging, and particularly if turning right. Exiting from Red Post Lane to turn right is difficult and at busy times extremely difficult. This junction/staggered crossroads is made dangerous by drivers turning right into either of these roads off the A342 entering the central turning lanes early. This is an accident waiting to happen. A significant amount of traffic uses this road at busy periods. Some traffic going to Monxton, Ampert and Army HQ is unavoidable. However there is quite a bit of traffic using it as a Rat Run to the A303 avoiding the tailbacks at the 100 Acre roundabout junction with the A303 and A343.

**Footpaths/Cycleways** – There is a footpath/cycleway running from 100 acre roundabout on the Andover ring road to the Weyhill Fairground roundabout on the A342. This is relatively well used, and a definite asset. There have been various schemes proposed by HCC County Highways over the years. These include extending the footpath/cycleway to the Appleshaw junction, and extending the footpath only to the Penton Road junction. Extending the footpath/cycleway to the Appleshaw junction would now serve the proposed development of 1034 homes, and be of benefit to Appleshaw, and is considered essential. It would also improve safety at the Fairground roundabout by improving visibility which is essential. The proposed development of 1034 homes will require a pedestrian crossing facility to join the development to the extended pathway/cycleway to enable this new community to access both the facilities of existing Weyhill, and for existing Weyhill to access the new school.

A further observation on the footpath/cycleway is that at the Andover end it comes to an abrupt end on the Andover Ring Road A343 roundabout, and

junction with the A303, (100 acre roundabout) with no crossing facility or underpass as some other directions enjoy.

Whilst the footpath/cycleway on the North side of the A342 (detailed above) extends right through the village, the path on the South side of the A342 only runs from Red Post Lane to the Service Station. There is a clear requirement for both safety and access to extend this path across the front of the garage and to continue to the Weyhill Farm Shop. This should be supported by a further Traffic Island /Pedestrian Refuge at the East end of the village. The Traffic Islands would provide safer pedestrian crossing, and traffic calming for this area.

**Pedestrian Crossing of the A342.** As has been stated the A342 effectively cuts Weyhill in two. There is currently only one crossing point which is a Traffic Island with pedestrian refuge adjacent to Red Post Lane. This crossing is in a very poor state of repair through years of neglect, and resurfacing raising the road level to the point where the Island is nearly flush with the road. In 2024 this Traffic Island had all its furniture demolished when a car drove straight over it. According to HCC County Highways there is no entitlement to a formal crossing. At no time have Penton Grafton Parish ever asked for a formal crossing. All we have ever asked for is the existing traffic island with pedestrian refuge crossing point be restored to a safe state and correctly (safely) located. HCC's own Road Safety Officer considers the current Traffic Island to be both unsafe and poorly located. A second traffic island and pedestrian refuge located at the Eastern end of the village adjacent to the Farm shop and Weyhill Fair has already been proposed under the A342 improvements required.

The reinstatement of the existing traffic island and the installation of a new one at the East end of the village would have a major impact upon traffic calming, and pedestrian safety.

Both Red Post Lane and Rectory Lane are subject to 30MPH Limits. However speeding on these two narrow, twisty, poor visibility lanes is a danger to all road users. Red Post Lane has only a short footpath as far as Weyhill Gardens. After that pedestrians are in a narrow poor visibility road. Recently County Highways erected warning signs to make drivers aware of pedestrians which confirms the danger is recognised. The Parish would like to see all the current 30 mph limits reduced to 20MPH.

## **Conclusions –**

The LDP, and IDP are significant documents and proposals, and their impact on the communities, landscape, and environment if fully implemented will change the lives of the population of this area irrevocably.

A key document in both the DLP, and IDP is the “Transport Assessment and Modelling” dated January 2024 written by Ridge & Partners LLP. Examination of this document reveals that much of the data used appears to date from 2010 so is 15 years out of date. Also it was prepared long before the documents it is purported to support. It was written to support the earlier 2024 DLP, and IDP, and thus is totally inappropriate for the very different 2025 DLP. There appears to be no mention of the A342. It would appear that this assessment has little relevance to the latest LDP, and IDP.

There have been other large developments in Test Valley North area notably at Picket Twenty, and East Anton. These have all been located with accessibility to good roads, easily improved Public Transport, and with significant infrastructure improvements. None of these requirements have been adequately considered for the development proposals West of Andover.

It would appear that there are proposals and decisions being made at high levels that show little knowledge of, or conception of the impact and damage they are having on local communities. Yes we need more houses but the big conundrum is where. Building large developments in a rural area with not enough employment nearby, inadequate Public transport to areas of employment, and inadequate local infrastructure, results in more road traffic and distance commuting on roads that are already busy and dangerous. These are all issues raised and meant to be avoided in numerous policy documents at all levels of government then conveniently ignored when it is considered expedient so to do.

It is vital that where these proposed developments proceed that the necessary infrastructure is put in place. These improvements need to be in place before the developments start. The current infrastructure improvements contained in the DLP, and IDP are poorly researched, and fall well short of what is required to ensure pressure is not put on existing infrastructure, and facilities, and the local community.

Some of those shortfalls are identified in this response.

## **Penton Grafton Parish Council**

Pauline Foster - Chair.      Nigel Blackmore – Vice Chair.

Jacqui Osbourne – Councillor.      Jim Neale – Councillor

Zenda Smale – Councillor.      Chris May – Councillor.