

Save our Roads from Bewley's plans to narrow the Main Road *all the way through Tadley!*

Object to Outline Planning Application for Land at Skates Lane

(also make your views known on the draft Local Plan
[Local Plan Draft Spatial Strategy](#))

Planning Ref: 24/00349/OUT

Location: Land Off Skates Lane Pamber Green Hampshire

Proposal: Outline planning application for up to 235 homes (use class C3); a Convenience Store (use class E); vehicular access from Aldermaston Road (A340), and the provision of; cycle and pedestrian access, open space, landscaping, SuDS, and other associated infrastructure. All matters reserved except for access.

Dear Resident,

You will no doubt already know about the ongoing efforts of Bewley to build hundreds of houses on our lovely countryside, and many of you objected to the last planning application. Those representations made will still be taken into account for the latest updated plans. **However, it is not clear from the letter the council sent that there are numerous new changes now proposed for the A340 all the way through Tadley and that these will adversely affect us all.** **Read about proposed road alterations throughout Tadley in TRANSPORT ASSESSMENT ADDENDUM 2**, a document found amongst those supporting this application on the planning website. (Filter by Document Type, Supporting Documents, and hit the red Apply button to help find it.)

The cycle path that was originally proposed leave the new estate ended opposite Winston Avenue, before directing cyclists along Winston Avenue. Now, instead, it is proposed to **narrow the traffic lanes on Main Road** to provide a cycle path sharing the pavement **all the way to Sainsburys. This cycle path is dangerous** on Main Road because residents will not see cyclists on the pavement/cycleway until they have pulled out sufficiently from their driveways to see along the pavement/cycleway past hedges and fences. By this time the car bonnet is blocking the proposed cycle path, and a cyclist may not be able to stop in time before hitting the car. The document **TRANSPORT ASSESSMENT ADDENDUM 3 (bottom of page 9) section A.3.2 PROBLEM** deals with **Accident Type: Vehicle to cyclist type collision** along the section running across the end of these driveways. It describes the dangers and then says **"The Audit Team have concerns, however, that cyclists cannot stop instantly and therefore the limited level of intervisibility could lead to vehicle to cyclist type collisions."** There is a photo of the widest driveway entrance on the road, that actually is double width as it is the 2 driveways to 2 properties, which is misleading.) It states **"Motorists should exit a driveway cautiously and the provision of white lining should assist in guiding cyclists away from the boundary. There is a risk, however, that a vehicle could enter the proposed footway cycleway suddenly into the path of a cyclist."** So, there is a real risk to cyclists, and if we hit them coming out of our driveway, it is our fault for not coming out extremely slowly, and not their fault for designing a dangerous cyclepath. It would have to be very very slowly indeed. It would be very traumatic to hit a cyclist. Inexperienced children could use this cyclepath and travel fast downhill.

This bit affects everyone driving through Tadley:

It is proposed to narrow the A340 all the way along Main Road, Tadley Hill and Mulfords Hill.

TRANSPORT ASSESSMENT ADDENDUM 1 shows the **Detailed scheme design between site access and The Green** on page 9

TRANSPORT ASSESSMENT ADDENDUM 2 shows maps of **all the changes from the new site access, up past The Green, down the hill, past the roundabout, and up Mulfords Hill, past Sainsburys to the traffic lights by Lidl**. There are many changes. A few include:

- 1) Page 3, right hand diagram: "ROUNDAABOUT REVISED TO PROVIDE SINGLE LANE ENTRIES TO ASSIST IN PEDESTRIAN AND CYCLE CONNECTIVITY". **This means 1 lane up to the roundabout, rather than the much more convenient current 2 lanes up to it**, on 3 of the 4 roads that join the roundabout. **This would reduce traffic flow on the roundabout** and hold up the traffic. There must be much better ways to use the currently available space here and preserve the 2-lane approach.
- 2) Page 3, right hand diagram: "POTENTIAL TO PROVIDE BUS STOP AS ON-CARRIAGEWAY TO ASSIST FURTHER WITH REDUCING VEHICLE SPEEDS". **I think this means moving the bus stop from its current location on the side of the carriageway, to place it in the traffic flow. This is on the approach to a roundabout! So presumably, cars overtaking the stationary bus will be heading into traffic flow coming off the roundabout**, which is unpredictable, as much of it is emerging from out-of-sight behind the bus.
- 3) Page 3, right hand diagram: "PINCH POINT TO 2.7m FOR A TOTAL OF 5.0m IN LENGTH".
- 4) Page 5, left hand diagram: EXISTING BUS STOP RELOCATED to very near junction with Hillcrest. There are guidelines on how close to a junction a bus stop can be. The general guideline in the UK is that bus stops should be located at least 10 metres (32 feet) from a junction. This rule helps maintain visibility for drivers turning into or out of the junction and prevents obstruction, ensuring a clear view of the road and potential hazards like pedestrians or cyclists. This is a lot less than 10 metres from Hillcrest.
- 5) Page 5, left hand diagram: A little further south of Hillcrest: "3.5m WIDE SHARED FOOTWAY/CYCLEWAY THROUGH BUS STOP". Not sure what this means as it appears not to go through the bus stop, but sounds unwise if it is true. And inaccurate if it is false.
- 6) Page 5, left hand diagram: There is insufficient width to the northern side of Mount Pleasant. The pavement looks wider than the road. It is hard enough to turn right out of The Parade as it is with the view blocked by the side of Kings.
- 7) Page 7 "UNCONTROLLED CROSSING WITH DROPPED KERB AND TACTILE PAVING" at the end of **Knapp Lane** to cross Main Road on a blind bend.
And "LOCALISED WIDENING ON BEND" outside The Old Chapel. Is this by removing the hedge? Who owns that land?"

TRANSPORT ASSESSMENT ADDENDUM 3 contains more maps and information on potential dangers.

Have they considered what happens on bin day when all the wheely bins are out and the bin lorry crawls up the road? Have they considered reduced emergency vehicle access? Have they considered all the delivery vans that regularly park on the road or pavement? How will this hold up traffic flow? Is it as safe to overtake these vehicles on a narrower road? This proposal hasn't been responded to by the Joint Nuclear Emergency Planning Team. How will it impact on Emergency Plan and all the blue light vehicles. **Why is it proposed to compromise the safety of the people of Tadley?**

The alterations to many existing roads throughout Tadley, as specified in the above documents, are dependent on the approval of this Planning Application. The **traffic calming measures** described will inconvenience many drivers through Tadley, especially existing residents and will create diversionary traffic through the surrounding area – impacting Little London, Baughurst, Ramsdell, the Sherbornes, Silchester, the Pambers.

Please register your objection via the QR code or view

<https://www.basingstoke.gov.uk/view-planning-applications>

using the reference 24/00349/OUT

Site Address: Land Off Skates Lane Pamber Green Hampshire

