

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

Act now to prevent this traffic disruption.

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 Neighbour,

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 now numerous new changes proposed for the A340 all the way through Tadley and that these will adversely affect us all. Read about these road alterations throughout Tadley in TRANSPORT ASSESSMENT ADDENDUM 2**, a document found amongst those supporting this application on the planning website. (Find it by looking for documents published on 08 Sep 2025 or use this QR code.)



This affects everyone driving through Tadley: It is proposed to narrow the A340 all the way along Main Road, Tadley Hill and Mulfords Hill. The road alterations start at Skates Lane and go all the way up past The Green, down the hill, past the roundabout, up Mulfords Hill, past Sainsburys to the traffic lights by Lidl.

TRANSPORT ASSESSMENT ADDENDUM 2 shows maps of **all the changes to the A340 from the new site access to the south of Tadley, all the way through Tadley to 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. This would reduce traffic flow on the roundabout** and hold up the traffic.
- 2) Page 3, right hand diagram: "POTENTIAL TO PROVIDE BUS STOP AS ON-CARRIAGEWAY TO ASSIST FURTHER WITH REDUCING VEHICLE SPEEDS". **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, cars overtaking the stationary bus will be heading into traffic flow coming off the roundabout**, which is dangerous. Another bus stop to be moved into road as well.
- 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. 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". This means that cyclists will be cycling where passengers are getting on or off a bus.
- 6) Page 5, left hand diagram: There is insufficient width to the northern side of Mount Pleasant.
- 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. Also, other Uncontrolled crossings where it is not safe. (Uncontrolled means no lights, just tactile pavements with dropped kerbs to encourage people to cross there.)
- 8) A dangerous cycle path on a hill, past driveways with very limited visibility, putting cyclists at risk. This also entails moving all the street lights and other street furniture on the main road out of the way of cyclists.




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? **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. All these changes will take many months of work to complete, causing long delays due to temporary traffic lights and diversions. Many of the changes introduce new dangers to the public. **The people of Tadley deserve to be safe. Their voices need to be heard by the council.**

What can we do???

There are several things you can do.....

- 1) Make an online submission to Object to Skates Lane being included in the draft Local Plan:
<https://consult.basingstoke.gov.uk/consultation/local-plan-draft-spatial-strategy-regulation-18-consultation-november-2025>
Basingstoke & Deane Council is currently consulting the public on the [Local Plan 2024-2042: Draft Spatial Strategy \(Regulation 18\)](#) until **January 23, 2026**, seeking feedback on future housing sites and infrastructure. Do you think Tadley has the services to support the residents of 235 new homes? Will the position of the development increase traffic through Tadley to access these services? Is the new junction safe? Should a large housing estate be built in the countryside in an area with rare wildlife? The site is separated from the settlement of Tadley by a significant area of countryside. Its access to shops, schools, GP surgeries and employment is reliant, in the main, on private motor transport. The site could not, therefore, be considered sustainable. Indeed, the site was specifically excluded from the previous iteration of the Draft Local Plan “due to its inaccessibility and distance from facilities and impacts on settlement character, biodiversity and heritage”.
- 2) See <https://tprp.co.uk/petition> and sign the petition at <https://c.org/FcGH7BSZSj>
Ensure your postcode is correct. The council will only consider signings by local people. We need 4,000 signatures to be considered by Basingstoke Council.
- 3) Object to the Outline Planning Application on Basingstoke Council's website. It is not too late. 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
The council will be more interested in specific potential safety issues rather than generalisations.
- 4) Please register with TPRP Group website www.tprp.co.uk (Tadley & Pamber Rural Protection Group) for further information.
- 5) ***TPRP are holding a demonstration at Basingstoke and Deane Council Offices on December 18th 2025 5:30 - 6:30 pm. A full Council meeting starts at 6:30pm. Please contact TPRP for details if you can come and support us on that day.***