

**Submission by Cllr John Leek to the Basingstoke & Deane Local Plan  
("the Plan") Inquiry relating to Policy SS3.10 Manydown**

I am the Ward Councillor for Sherborne St John and a Parish Councillor for the parish of Wootton St Lawrence. The bulk of the Manydown land proposed to be developed in the Plan period lies in the parish and the ward I represent.

My submission relates to the provision of roads and the measures to mitigate the impact of development on the local road network and, in particular, the need to identify a route for a potential "western by-pass" (paragraph n)).

Currently Roman Road runs along the western edge of the Town of Basingstoke ("the Town") and carries very high levels of traffic at peak times. It is undoubtedly a rat-run to avoid the many obstacles on the Worting Road leading to the B3400. I believe much of this is results from the employment sites being largely to the east and northeast of the Town. The volume of traffic is likely to increase substantially as a result of the additional development in the Plan period including the proposed 3,400 dwellings on the Manydown development. There will therefore be pressure to install traffic calming measures and traffic will then seek alternative routes.

Although paragraph m) of the Policy advises that there will be a "road through the land allocated for housing from the A339 to the B3400 .....with the location of the road being determined through the master planning process" it is unlikely that this road will be designed to take through traffic and I suggest again that drivers will seek alternative routes.

That leaves only the lanes through Wootton St Lawrence ("WSL") which are wholly unsuitable for significant volumes of traffic.

In my opinion, and one shared by many other Borough councillors, the solution lies in the provision of a "western by-pass" which is contemplated in paragraph n). However the Policy merely refers to the "potential requirement" and also states that this road would be "outside of the land currently allocated for housing".

However examination of a map of the area to the west of the Manydown land will show that is unlikely to be feasible. The village of WSL lies immediately to the west of the land to be used to create the country park referred to in paragraph f) and beyond WSL lies Tangier Park containing the Grade II listed Carolean house constructed in 1660. Immediately thereafter the land forms part of the North Wessex Downs Area of Outstanding Natural Beauty (“NWDAONB”). Paragraph g) refers to the need to “respond positively to the special characteristics and sensitivities of the landscape, including the setting of the NWDAONB.....”. I suggest a potential western by-pass will fail to meet that test if it can only be constructed through that area. Paragraph i) also requires that the separate identity of WSL be retained and again a by-pass to the west of the village fails to meet that test and would effectively result in the village forming part of greater Basingstoke.

In my opinion a western by-pass from the A339 through to the M3 will prove essential to the long term economic prospects of the Borough and the Town in particular but will also alleviate local traffic issues. I accept that funding may be an issue in the short term but for the reasons I have spelt out above I believe the route should be identified and land reserved for its construction. I submit that the route should be on the edge of the “land allocated for housing” but to the east of the proposed country park so that WSL retains “the separate identity” promised in paragraph i) and that Policy SS3.10 of the Plan should be amended to reflect this requirement.