

Submission to Exploratory Meeting into Basingstoke and Deane Local Plan, 11/12/2014

From: Sheila Campbell, Chairman Stratfield Turgis Parish Meeting **Date:** 9th December 2014

Transport Issues

As Chairman of the Parish Meeting of Stratfield Turgis, a village which straddles the A33 at the north end of the Borough of Basingstoke and Deane, I have grave concerns about the impact of the proposed developments at Redlands and East of Basingstoke (SS3.7 and SS3.9) on the traffic volumes on this road and on the continued existence of this village.

The traffic study has shown how mitigation at key junctions between Sherfield on Loddon and Basingstoke might keep traffic flowing. However, although BDBC has demonstrated that the Borough is more self-contained than surrounding districts at 56.8% I believe they have not given sufficient weight to the traffic these particular developments may generate which will head north towards Reading and the M4. As it has been shown that housing in the Borough is generally cheaper than in surrounding areas, new developments at Chineham giving direct access by road to Reading or the M4 at junction 11 may well prove attractive to inward migrants. Although other mooted developments are liable to affect the A33 most have some other routes available to them. This is not so for SS3.7 and SS3.9 which are not much more than strip development along the A33 and residents will be forced to use the road for all their daily needs.

There is no bus service between Basingstoke and Reading, cycling would only be for the brave and although the train is a good way to get to Reading the lack of easy access to a railway station means car journeys would be the method of choice. Using Basingstoke train station would mean battling heavy traffic into Basingstoke; using Bramley station they would find nowhere to park their car. A station at Chineham would offer real advantage but so far the rail industry has shown little interest in making it a reality, electrification notwithstanding.

As the Parsons Brinkerhof study found, the A33 is under capacity except at peak periods. However in those hours life is made difficult for our residents as there are several lanes and numerous driveways giving directly on to the A33. At the moment it is manageable but a large increase in traffic in either direction may change that.

This is not a plea for a bypass, as one proposed by HCC about 1990 did not so much bypass Stratfield Turgis as obliterate it under a sea of concrete; an access bridge, a flyover in the middle of the village, a house demolished and many more left huddled in the shadow of the flyover and slip roads and service roads. This plan was withdrawn due to the huge expense and an admission that it was unacceptably brutalist in such a rural area. As the village is just inside the northern Borough boundary it certainly would have been a bad introduction to Basingstoke.

Please look to the future and recognise all the implications and costs of continuing unrestrained development on the east side of Basingstoke which will overstrain the capacity of the A33.