



## Oakley and Deane Parish Council

### Minutes of the meeting of the Planning Committee held on 2 January 2020

**Present:** Mr. Hewitt (Chairman), Mr. Bealing, Mr Bullions and Dr. Johnstone.

#### 1. Apologies

Apologies were received from Mrs. Smith and from Mrs. Taylor (Borough Councillor)

2. **Minutes of the meeting held on 19th December**, having been circulated to all members prior to the meeting were approved by the Committee and signed by the Chairman as a true record of the meeting.

#### 3. Planning Applications

**19/03251/ROC 3 Folletts Close.** Variation of conditions 1 and 5 of 19/02221/HSE to allow retention of existing shed. Members had no comments and no objections.

**19/03305/HSE 6 Kennet Way.** Erection of a single storey rear extension. Members had no comments and no objections.

**17/00818/OUT Manydown Outline Application.** Members object to the application:

**Roman Road closure:** members continue to strongly object to this. This is an ideal opportunity to make Roman Road a dual carriage way. If the issue is Wellington Terrace then there are alternative solutions, including bringing out Wellington Terrace to join the roundabout on the A339. Alternatively there is a precedent to closing such a route to/from a major road, for example at Kempshott Lane. Similarly, along the A340 near the Childrens' Cemetery, there is a road that was closed off but still exists, which potentially could be reopened to mitigate some of the traffic around Rooksdown.

Closing Roman Road will just push all the traffic onto the Main Street, which if it does have a 20mph speed limit, with all the junctions to and from it feeding the other estate roads, will simply push drivers onto minor roads to avoid the resulting holdups. Creating rat runs using country lanes is not the solution. Also, Bakers of Oakley who operate the recovery service from the M3 and other major local routes use this route to get to and from Oakley and any changes to roundabouts etc must accommodate their specific requirements.

Prohibition of right turn into Old Kempshott Lane: this will cause significant extra traffic at the roundabout at the end of Worting Road at the junction with the B3400/Buckskin Lane. At a time when green issues are so high on the list of priorities for most residents, to make people drive up to a mile extra to turn right is not justifiable.

**Public transport:** P9 of the Movement Strategy (MS) states that 70% of all journeys will be made by car: if there is no public transport in at the start of the development this will be much nearer 90%. The Transport Assessment Second Addendum (TASA) states 'bus priority can be considered as part of the investment package for later phases of the development as part of the monitor and manage approach'. There is no mention of a direct bus to Kingsclere, yet with the amalgamation of Watership Down Health, many residents from Oakley have to travel to Kingsclere to access services. Stagecoach are the operator for the bus services, so will they continue to operate if passenger numbers do not make it commercially viable – surely the provision of public transport is a community service and not just seen as a profit making exercise. Are BDBC/HCC expecting to provide subsidies to provide a service to the new developments?

**Multi-user Route:** we cannot see any references to the previously discussed and agreed provision of a safe multiuser route from Newfound to the new centre along the route of the B3400 (where it will be realigned). There has to be a safe way for Oakley residents to get to and from the centres, the schools, workplaces and shops etc, and HCC have told us that they support this provision.

**Pack Lane Oakley:** we cannot see any mention of Pack Lane, but as soon as any works start on the B3400 traffic will automatically go that way. This is not temporary, it is for 10 years. The TASA notes (p49) that 'due to the anticipated low volume of additional traffic flow through and towards Oakley, this route was not identified for inclusion within the PIA Analysis'. This is simply not correct. There are huge numbers of vehicle movements

along the B3400 going to and through Oakley( as noted in our latest Traffic monitoring document with the equipment based at the former Deane Gate Inn on the B3400) and this traffic will only increase with the new building in Overton and Whitchurch, let alone in Oakley itself, and with disruptions on the B3400 the most obvious route is via Pack Lane. Trenchards Lane in Oakley is also going to be affected – these are minor roads, not designed for the large volumes of traffic that will be using them to avoid road works on the main roads.

**4. The Committee noted the following decisions:**

19/03048/HSE	New front porch, single storey side extension and new first floor ensuite. 5 Itchen Close	Granted
19/03013/HSE	Erection of single storey rear extension and first floor extension over existing balcony. 3 Oak Close	Granted

**5. Other Planning Issues:**

**6. Date of the next meeting** was agreed to be **Thursday 16th January 2020**