

**MINUTES OF THE MEETING HELD ON
WEDNESDAY 7 JANUARY 2026 AT 7.00PM AT THE ALTON COMMUNITY CENTRE**

Present:	Councillor	Annette Eyre (Town Mayor)
		Matthew Bayliss
		Chris Botten
		Don Hammond
		Graham Hill
		Matthew Kellermann
		Roger Lamb
		Nick O'Brien
		Barbara Tansey
		Janice Treacher

In attendance:

Tom Horwood	-	Town Clerk
Hayley Carter	-	Deputy Clerk
28 Members of the public and press		

95 Apologies for Absence

Apologies for absence were received from Councillors Mark Boyce-Churn, Richard Moore and John Quincey.

96 **Declarations of Interest and Requests for Dispensation**

No declarations of interest were received.

Councillor Kellermann raised a point of order, stating that, after taking legal advice, the meeting is, in his opinion, procedurally invalid because insufficient 'clear days' notice of the meeting had been given and in particular that, in such circumstances, Saturdays should not be considered 'clear days'.. The Town Clerk reassured the meeting that the requisite three 'clear days' had been given, those being 3rd, 5th and 6th January. The law and Standing Orders state that 'clear days' exclude the days of issue and meeting, Sundays, the days of the Christmas, Easter, bank holidays and days appointed for public thanksgiving or mourning. Having received further advice from the Hampshire Association of Local Councils, the Town Clerk said that, in law, Saturdays are considered 'clear days' for the purpose of publishing notices for town council meetings.

97 **Minutes of the Full Council Meeting held on 10 December 2025 for Approval**

Councillor Hill proposed that the minutes be approved. This was seconded by Councillor Hammond. The Deputy Clerk then read out a few typing errors which had been highlighted by a member of the public and a councillor, which she had

amended in the minutes before printing. Councillor Eyre proposed an amendment to accept these changes, and this was seconded by Councillor Hill. With voting as follows the amendment was **carried**:

In favour: Councillors Eyre, Bayliss, Botten, Hammond, Hill, Lamb, O'Brien, Tansey and Treacher

Abstained: Councillor Kellermann

Thus, on the proposal of Councillor Hill, seconded by Councillor Hammond, it was

RESOLVED

to APPROVE the amended minutes of the Full Council meeting held on 10 December 2025

Councillor Kellermann requested recorded votes for all items throughout the meeting.

In favour: Councillors Eyre, Bayliss, Botten, Hammond, Hill, Lamb, O'Brien, Tansey and Treacher

Abstained: Councillor Kellermann

Councillor Hill said he would like to commend the Deputy Clerk for the minutes of such a long, difficult meeting.

98 Town Mayor's Announcements

The Mayor welcomed councillors and the public and thanked everyone for attending.

She then reminded people that, "We have a full agenda packed with topics that are of great interest and passion to many of you, as well as to those who, unfortunately, cannot attend.

"Throughout my term as Mayor, I have always prided myself on striving to achieve fairness for everyone who wishes to speak. It is important to me that all voices are heard and given a platform. While our standing orders provide me, as chair, with some flexibility regarding the duration each individual can speak, I am fully aware that time is always a factor. Nevertheless, I am committed to enabling everyone to have their say, provided that all council members and attendees are willing to listen and respect each other's opinions.

"I have no intention of implementing any standing orders that would limit freedom of speech. However, should any individual cause a disruption, I will have no option but to ask them to refrain from such behaviour. If the disruption continues, I may be forced to ask the individual to leave (SO 10xiii), or suspend the meeting for 15 minutes (SO 10xiv) or even adjourn the meeting to reconvene on another day (SO 10xvi). Therefore, I kindly ask everyone to be mindful and considerate of all individuals present.

“Thank you for your cooperation and understanding.”

99 **Written Representations from the Public**

- 99.1 The following correspondence was received from the Allotment Association on 11th December 2025:

Dear Councillors, Town Clerk

I am writing in response to the decision by Alton Town Council regarding the proposed increase to Allotment rents and the intention to backdate this increase to 2022. I wish to formally express my concerns about this approach. The reasoning given at the meeting—that the Allotment Association increased its grass-cutting fees in line with inflation this year—is, in my view, not an accurate basis for justifying such a significant rent increase. While it is true that we applied a 3.8% increase, consistent with the current CPI rate, we did not backdate any charges for previous years’ grass-cutting. Had we done so, our own charges might similarly have shown an increase approaching 23%. It is also important to highlight that the Council benefits substantially from the work of Allotment volunteers, who undertake grass-cutting across the Council’s five sites in Alton. Were the Council required to rely on its own staff—who may not be readily available due to other duties—the associated costs would be considerably higher. For this reason, I do not believe the argument presented at the meeting offers sufficient justification for the scale of the proposed rent increase.

For reference, I note the following extract from the meeting papers:

“8. Allotment rents have been frozen at £30 per year since 2022, when it was raised from £28. In addition, there is a one-off initial administration fee of £30 (including the cost of keys/locks). The Allotment Association has increased its mowing charge to ATC by inflation. If ATC’s rent and administration fees to tenants had kept pace with inflation (CPIH previous Sep), they would have been £35.59 in 2025/26 and £37.06 in 2026/27. The budget proposes to increase rent and administration fees to £37.00 in 2025/26.

“9. It is further proposed to align the payment year to the financial year (April–March), allowing fees to be considered as part of the annual Budget-setting process. This would result in an effective rent holiday for three months for existing tenants, with no charge made for the period January–March 2026.”

While the increase may not be considered particularly large in itself, it will have a major impact on those on fixed incomes and lower paid members just when their own budgets are being squeezed due to continued rising costs. The Allotments are a precious amenity and benefit people immensely. I hope the Council will reconsider the justification and implications of the proposed

changes, particularly in light of the significant volunteer contributions that help keep costs low.

Kind regards

Maggie Martin

Treasurer, Alton Allotment Association

- 99.2 The following correspondence was received from the Allotment Association on 16th December 2025:

Good Evening Tom, Councillor Eyre,

I have now spoken with Marcus and the committee members so that they are aware of the proposal, along with my recent communications with yourself and the councillors.

Please add this and my earlier email to the regular correspondence section of the agenda for the next meeting. Both Marcus and I will attend.

At present, aside from being informed that the allotment rent has not increased since 2022, we have not been provided with an explanation as to why such a significant percentage increase is now considered necessary. From our perspective, it appears that the impact on allotment holders has not been fully considered.

Many plot holders are on low or fixed incomes and will find it difficult to absorb an increase of this size, even if the overall monetary amount may appear modest. We would therefore welcome a clear justification for the proposed increase and an opportunity to discuss this further.

I would appreciate clarification as to whether similar percentage increases are being applied to other council-run amenities, or whether allotments alone are being subjected to these rises. If it is only allotments, this does not appear to be a fair or proportionate way of addressing any financial pressures the council may be facing. The allotment holders are residents of Alton and the surrounding area. We feel that the council should be supporting us, rather than placing additional burdens on us all. Over the past year, allotments appear to have been given a very low priority, and we have found it difficult to secure meaningful engagement from the council. This is not a criticism of councillors' support officers, who are clearly stretched across multiple responsibilities.

However, it is disappointing that elected councillors themselves have not shown stronger leadership in this area. Earlier this year, the council announced that a specific councillor had been appointed to oversee allotments, but following that councillor's absence due to illness, no alternative arrangements were put in place and no other councillor assumed responsibility.

The allotments are a great community asset and the Alton Allotment Association that I represent, does much to support our community. In recent years we have raised valuable amounts for charity and many of our members

share and take spare produce to the local food bank to be distributed to those that need it. We would really like the council to be a little more supportive of our efforts, not less so, as you are currently showing.

I look forward to your further response on this matter

Kind regards

Maggie Martin

Treasurer

Alton Allotment Association

Ms Martin was invited to speak at this point in the meeting. She explained that the Allotment Association were not happy that there was a proposed 23% increase and so they had chosen to write to the council immediately after the meeting. They wondered whether similar increases were going to be made on the Council's other rental charges.

She explained that it had been explained to them that a change could not be made to the decision taken at the meeting this evening and that they were really not happy with that. She said they had only found out about the proposed increase at the time when letters should have gone out inviting tenants to pay their next year's fees but they should actually have been given twelve months' notice of a rent increase and it should have been given outside of growing season. She added that no consultation had been done and they did not believe the decision was lawful.

She then went on to say that the handbook has not been updated for some time. She said there had been discussions about updating it in the past but nothing had come of them and as the council representative assigned to the allotments had subsequently left the council and not been replaced, communications between the council and the Allotments Association had somewhat broken down. She said that the council does benefit from having an Allotment Association and when they used to have regular conversations with the council all of these matters were raised. She finished by saying that the AGM is in April and normally they can give a report on who their members are, who has paid their fees, how many allotments are empty and so on, but with the proposed change in dates this will no longer be possible. She said she hoped there was a method of backtracking on that.

- 99.3 The following correspondence was received from Cycle Alton on 22nd December 2025:

Response from Cycle Alton re EHDC-24-0027-FUL At Land NW of Ackender Wood.

Proposed Residential Development

Reason for re-consultation - Amended plans received 05.12.2025, 08.12.2025 and 09.12.2025 - Minor changes to internal layout and design and changes to vehicular access and additional/amended transport documents/evidence.

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Introduction

Cycle Alton have studied two of the attached documents that have relevance to proposed cycling infrastructure:

- Full Travel Plan, revised and submitted December 9th 2025
- Transport Assessment Addendum A-E Part 1 dated June 16th 2025

Overall, we note that, in theory the Transport Plan (TP) prioritises cycling and walking to allow residents to access local facilities from the site without driving a vehicle.

In reality there are serious gaps in the proposed plans that will deter all but the fittest residents from actually riding a bicycle off the site.

There are several inaccuracies in the report, and it fails to mention three important issues:

- the site is on a hillside
- it lies beyond the western boundary of Alton, the other side of a major arterial road system. This A339 is a direct route from Basingstoke/the north down to the south coast and cross channel ferry ports.
- there is no mention of catering to people of all ages and those with disabilities

Other issues include the lack of all current relevant policies, inaccurate listing of specific distances to local amenities, no provision of cycle parking on site, insubstantial details of a proposed Travel Coordinator, lack of specific details of developer contributions towards transport and no mention of maintenance of cycle paths.

Cycle Alton recognise the need for development and support building an integrated infrastructure design that allows for the practical cycling and walking routes suitable for all member of the community to have safe and practical access to schools, colleges, shops and leisure encouraging the community not to travel by car creating a sustainable community.

Hillside access points over the major arterial roads

This has serious implications for making cycling easy and safe. The lower most northern section of the site sits at the end of a low valley with level flat access straight into the town centre. The higher section aligns with the apex of the hill on a ridge, now named Pertuis Avenue. The other side of the hill the land drops down off the ridge both east into the town, west towards major town amenities and south towards Selborne.

The plan for two access points for cycles is admirable, as they are needed both at the top and the bottom of the hillside development. However, there are serious issues with the lower access point at the moment.

The top access point will lead over a new signalised crossing at the apex of the hill over Pertuis Ave, for pedestrians and cyclists only, onto a grassy area that lends itself to the creation of a suitable cycle path with attractive landscaping, with benches on this upper part of the hill. The TP states it will develop this area with a suitably wide cycle path and upgrade the pavements leading a) east /downhill onto Kings Road and into the town centre, b) south and east into the local Butts Primary School and c) further south down Pertuis Avenue to join the National Cycle Network (NCN) Route N224 at the junction of Whitedown Lane with Chawton Park Road, where there is another, three-way signalised crossing. This connects along a flat plain to the town centre going east and important facilities, almost on the flat going west, notably the Sports Centre, Community Hospital, one of the two GP surgeries, a scout hut and other sports facilities. We welcome this proposal.

Note that the public footpath (002/17/1) referred to in the TP does not provide an off-road carriage way route towards the town centre. It is an unlit footpath and not suitable to be upgraded to a cycle path. It is adjacent to the quiet residential Kings Road, a straight and gently-sloping down hill road.

There is also the opportunity to link with paths directly from the application site to the unfinished site called Ackender Hill (the old Treloar Hospital site). The plans include a meadow area which stretches north east from Connaught Way up to the apex of Pertuis Ave at a pedestrian entrance to Ackender Woods. We hope this would create a natural habitat to encourage birds and allow families peaceful time with children free to run about. This link would save residents from crossing Pertuis Avenue to the east, cycling south only to have to cross back again along Chawton Park Road to access the Community Hospital, Sports Centre etc. The TP mentions this generally, but we would need to see details before passing comment.

The bottom access point from the application site is a vehicle and cycle signalised crossing close to the main junction of the arterial road into Alton, crossing Basingstoke Road. The traffic count of 2023 states that the daily average number of vehicles going both ways is 9,436. Since then, three major housing developments in Alton are part way completed with an associated

increase in the volume of traffic. More sites are planned and the queue of cars at rush hour already causes delays at this junction between the A339, the B3349 and the hill of Pertuis Avenue.

Once a cyclist crosses the road there is currently no cycle path. The TP erroneously believes that the Basingstoke Road /A339 has an off-road cycle path alongside on its eastern edge leading north to the junction with Beech and villages beyond. And that the B3349 leading into Alton is a safe on-road cycle route. They have based their belief on an out-of-date 'Cycling in Alton' map that has been replaced by a new one 'Alton's Paths and Routes', showing walking routes one side and cycling routes on the reverse. We suggest that the earlier map was created as a desk exercise with no audit on the ground to assess feasibility against traffic volume, speeds, contours and other obstacles.

There is a great opportunity to create a safe cycle route into town on this level plain directly into the town centre. It aligns with two important policies: the East Hants Local Cycling and Walk Infrastructure Plan (LCWIP), approved by Hampshire County Council (HCC) last March, as their desired **Primary Route 210** and the government's national guidance on building cycling infrastructure, Cycle Infrastructure Design LTN 1/20, published July 2020, **where it states the need to avoid gradients**. The two secondary schools, the two colleges and the planned SEND school are all on the east and north side of the application site leading directly along the B3349. The LCWIP Primary Route 200 would then offer safe cycling all the way to Holybourne in the east, past these educational facilities.

This opportunity arises because land east of the proposed site is also the site of another proposed development behind Will Hall Farm, extending alongside the A339 and the B3349. We note that HCC have encouraged the developers to liaise and create a joint transport plan for this area, but we see no sign of that yet. This is a serious omission in their TP. See photos of the current footway on the eastern side of the A339, where there was once a 2m wide path that was well used by cyclists to link Alton with Beech, Medstead and surrounding villages, although it is almost fully overgrown now and is not signed as a shared path or named as such on local maps. Currently it would be a serious H&S risk to allow cyclists to cross the very busy road where there is no cycle route. We suggest that the developers of both sites agree a timeline that would enable the safe cycle routes to be created in advance of the vehicle access from the application site.

All age groups and those with disabilities

The national policy LTN1/20 emphasises the need to cater for all ages (8 to 80). Cycle Alton has campaigned for cycling infrastructure to meet the needs of senior school age children who have attained Bikeability Level 2. We want to give parents and children the freedom to reach schools and other attractions

safely. Many families use cargo bikes both for shopping and transporting toddlers, so paths must have wide corners and no barriers. There are various forms of bicycles for those who are disabled and these should be considered as part of the Public Sector Equality Duty (PSED). The TP fails to address the needs of either of these groups. It is vital that the cycle routes are both safe and perceived to be safe or people will not use them.

Relevant policies

The TP includes quotes from two national, one county and three district policy documents.

It fails to include any from the very relevant national policy 'Cycle Infrastructure Design' LTN1/20 (July 2020) and we are pleased to add pertinent sections:

The strategy sets a clear ambition to make cycling and walking the natural choices for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels.

Infrastructure must be accessible to all, including young people, older people (8 to 80) and the disabled.

Designers should aim to meet five core design principles:

- *Coherent:*
 - *Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.*
- *Direct:*
 - *Cycle routes should be direct-and preferably more direct-than those available for private motor vehicles.*
- *Safe:*
 - *Not only must cycle infrastructure be safe, it should also **be perceived to be safe** so that more people feel able to cycle.*
- *Comfortable:*
 - *Comfortable conditions for cycling require routes with good quality, well maintained and smooth surfaces, with adequate width for the volume of users, minimal stopping and **avoiding steep gradients**.*
- *Attractive:*
 - *Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.*

Distances to Local Amenities

Table 3.1 summarises a range of facilities within a reasonable walk and cycle distance of the application site. The average walking times listed are wholly

inaccurate, given that the application site is on a hillside, people will need to cross the very busy Pertuis Ave/A339 at signalled crossings and the range of ages and ability varies enormously. Older people want realistic distances and the option to rest at certain points in their journey.

Cycle Parking

National guidance LTN 1/20 states that new developments should always provide dedicated ground floor cycle storage. They should be offer shelter as well as security. To do less completely undermines the strategy of prioritising cycling over cars if there is then no provision for cycle parking. The site should offer a child-safe zone.

Within Development Road Layout

In line with National guidance LTN 1/20 we are concerned that the layout will not provide unobstructed flow for cyclists and pedestrians due to design of parking and parking bays and does not avoid gradients.

Travel Plan Coordinator and Management

We welcome this post and the actions to be promoted to make cycling the easy option. May we assume the person will be a cyclist and able to lead groups into and around the town? How many hours per week will the person be available and how long is the post funded for?. We look forward to working closely with the post-holder.

Transport Contributions

We note the list of the developer contributions but need specific details in order to comment

1. Off-site foot and cycle works along Pertuis Ave
2. Off-site way finding strategy
3. Improvements to the B3349/A339 junction, creation of routes through Ackender Wood and sustainable travel improvement identified within the East Hampshire LCWIP (routes 200 and 210)

NB We note a typo on page one of the TP- LTN1/29 should surely read 1/20

Maintenance of new cycle paths

This must be formerly agreed along with funding before the application is approved

Conclusion

We strongly urge the developers of both sites to develop a combined Transport Plan with HCC Highways that includes:

A shared off-road pedestrian and cycle route along the Basingstoke Road from the Beech junction, extending alongside B33479 to join with the path through Hopfields Meadows. In line with the Primary Route 210 agreed by HCC.

Within development provision in line our comments above and LTN/20 integrated into the design.

We support the provision of signalled access for cyclists and pedestrians on both the Basingstoke Road and Pertuis Avenue.

Widening of the Hopfield Meadow path to meet the standard width listed in policy LTN1/20, ie 2m

Further work will need to make the crossing over the New Odiham Road safe for cyclists.

To ensure safe cycling into the town centre, the 20mph speed limit in Lenten Street should be extended along the short section of Basingstoke Road from New Odiham Road. There is space on the road to form a segregated cycle path up as far as the pedestrian entrance to Flood Meadows. This would meet the desired LCWIP Primary Route 210.

As cycling is permitted through this attractive green space which leads directly into the town centre, wayfinding signage could point cyclists to this scenic route as an alternative to the road, so enhancing safety and the cycling experience. The cycle paths should be widened to 2m.

As an aside to our response, we urge the council to encourage all planning application documents to reach all people of all ages and disabilities as well as reduce paper and cut carbon emissions. All fonts should be a minimum size 12, all headings in a strong colour, if used (not pale yellow) and all margins to be narrow.

Thank you

Chris Chappell, Angus Berry, Colin March

Volunteers Cycle Alton

- 99.4 The following additional correspondence was received from Cycle Alton on 5th January 2026:

Chris Chappell of Cycle Alton wishes to supplement her written representation on item 7C with the following three photographs. Chris Chappell requests to speak on this item.



Footway alongside A339



Basingstoke Road embankment



Narrow pavement B3349

Cycle Alton were invited to speak at this point. Chris Chappell said that they had come to speak about the Active Travel Plan in the planning application for Land NW of Ackender Wood, and had discovered lots of inaccuracies in it. She said this is our opportunity to deliver route 210 of the LCWIP. She said that the pavement on the Basingstoke Road was originally two metres wide and is now only about a foot. She said the applicant's Travel Plan declined to mention the development is on a hill and so they need to make sure there is access from both ends of the development as people will not want to walk or cycle uphill if they can walk somewhere flat. She emphasised that it is important in a travel plan to avoid gradients and ensure the route is perceived as safe. The document also assumes there is an existing cycle path but there is not.

Angus Berry then spoke. He is also a trustee for ACAN and he said this is an opportunity to create a sustainable community and ensure our children are able to cycle to schools and college safely. He said there are a few inaccuracies in the Travel plan and informed the meeting that he personally knows of a few people who have been clipped by cars while cycling on the A339. He emphasised how important it is that we get safe routes in place. He too said that people are more likely to take a flat route than a hilly one, and we need to make sure there is a safe flat route available.

He went on to point out that part of this route will be privately maintained and so it is incredibly important to make sure that it is built properly in the first place and does not require too much work going forward. He added that there is no information about any developers contributions towards this. This is our opportunity to get this right for once, and it should be something we are focusing on for all new developments in the town – making sure there is a safe, flat route from the

development to local amenities. He finished by saying that getting a transport plan that delivers the LCWIP and makes sustainable walking and cycling routes for all ages and abilities is of the utmost importance. This is a significant opportunity and some redesign does need to be done.

Councillor Bayliss asked him what two things should be put into the council's response and Mr Berry said that the travel plan is not fit for purpose and that we need to take this opportunity to create a sustainable route and plan for the future.

Councillor Hill proposed that the correspondence and further comments be noted. He then immediately proposed an amendment to add: "and to bring the allotments decision back to the next meeting subject to the Town Clerk receiving sufficient written representations from seven town councillors" (as per Standing Order 7a)". Both the proposal and amendment were seconded by Councillor Eyre. The Town Clerk confirmed that it would be possible to put allotments back on the agenda only if he received written representations from seven councillors by Monday 26th January to indicate that they would like to revisit the decision taken at the 10th December meeting.

The amendment was **carried** with voting as follows:

In favour: Councillors Eyre, Bayliss, Hammond, Hill, Kellermann,
Lamb, O'Brien, Tansey and Treacher
Abstained: Councillor Botten

Thus, on the proposal of Councillor Hill, seconded by Councillor Eyre, it was

RESOLVED

to note the correspondence received and to bring the allotments decision back to the next meeting subject to the Town Clerk receiving sufficient written representations from seven town councillors.

In favour: Councillors Eyre, Bayliss, Hammond, Hill, Kellermann,
Lamb, O'Brien, Tansey and Treacher
Abstained: Councillor Botten

100 Questions and Statements by the Public

The Mayor invited members of the public present to speak on any item on the agenda.

100.1 John Bound of the Holybourne Village Association thanked the Council for the opportunity to speak on the planning application on Land to the Rear of 136-150 London Road, Holybourne. He said that the HVA had not encouraged members to turn out to the meeting en-masse this time but rest assured there

is still robust support for what he is about to say. He then thanked the Town Council for their previous objection to the application.

He said that since the previous consultation the number of dwellings proposed had been reduced from 160 to 156 in a feeble attempt to move the boundary away from the ancient monument.

He said that in order to attempt to mitigate the huge increase in traffic along the narrow village road the plan was to reduce the number of parking spaces available along London Road from 120 to 37 by installing double yellow lines. They had not addressed the displacement at all. These proposals would cause significant hardship to residents every day of their lives. It would also cause problems for the local businesses and services and the village shop does not believe it would survive such a significant loss of parking. The playground, Jehovahs Witness centre, Andrew's Endowed primary school and the Cricket Club which holds many community events such as the village Fireworks, would also be affected.

With regards flood management, the HVA believes the plans to be completely inadequate. He said that we all remember what happened in Farringdon and for this application the issues have not been addressed.

He finished by urging the Council to reaffirm their objections, adding that the development is simply too big for the village.

100.2 Gareth Hurd then spoke to say that, with regards the potential trial grazing at Will Hall Meadow, he does not feel that the environmental benefits of grazing have been covered adequately in the report. The Town Council has a Climate Change Strategy which shows the intention to increase biodiversity and make open spaces more suitable for wildlife and so on. This is a historical site and would have been consistently managed which would have been grazed in a very light manner for a long time. There is an ecological and historical value to managing it in this way again. The site has its own management issues, with hydrology fighting back against you. Aquamaintain produced a management plan which would be fine on a flat, dry site, but has not been implemented properly in any year since it was written because of the problems with water on the site. Mowing and using herbicides do not produce any of the features that are needed to produce biodiversity on a site like this. Mowing flattens the grass and all of the benefit for animals disappears. Animals can adapt to mowing, but it will never work as well as managing it through grazing, and mowing without collecting the arisings will steadily obliterate the diverse plants that are there.

He went on to say that Will Hall Meadow is the only site he knows of where there is a species of the old grassland just hanging on. If we continue the current regime this will be lost.

Councillor Bayliss said as far as he could tell there are three options – grazing, mowing or minimal management. He asked whether Gareth had an opinion on the minimal management option.

Gareth replied that this is a very British approach but that we have taken so many of the building blocks out of nature that in many ways it can no longer look after itself. The total area of biodiversity would reduce and the area would eventually turn into a woodland with lots of brambles.

100.3 Mike Hamman said he was there to support Cycle Alton and would just like to add that rather than having lots of traffic lights on the Basingstoke Road it would be good to have small roundabouts. In his opinion, traffic lights should not be encouraged.

100.4 Jerry Janes said that John Bound had already spoken with great clarity about the issues facing Holybourne and so he had nothing further to add.

100.5 Ash Dolan-Shakeri said that he had worked closely with the Will Hall Farm Residents Association and the Amery Hill Residents Association (AHRA) and said he felt Gareth should declare an interest when he speaks on behalf of the proposals as he represents AVLAN. He said that the proposal was only to graze the South side of the path, and that the management company had indicated they would not have grazing on their land.

He added that, as the management plan has not been followed correctly, this should be done for a couple of years before looking at changes. He felt the proposals had been rushed and the workload for officers was high, especially with other important projects such as King's Pond going on. He added that cost is a concern. A minimum of £12k would be needed to make the site secure, plus the equipment for the cattle, and so it would be many years before the Council could break even.

He then mentioned that the government are banning electric collars for other animals so, while they are not saying this is for cattle at the moment, why would the Council consider a proposal involving these collars at this time?

He finished by saying that he is not suggesting cattle should never be put on the site, but it is perhaps something that should be considered when more time can be dedicated to assessing it.

Councillor Eyre proposed that the questions and statements be noted. This was seconded by Councillor Tansey and it was:

RESOLVED

To note the questions and statements by the public.

All councillors voted in favour.

101 Planning Applications

Councillor Hill proposed that the Town Clerk be allowed to pull together appropriate responses to each of the applications after listening to councillors' comments. This was seconded by Councillor Hammond.

Following discussion councillors requested to vote on each application individually.

101.1 EHDC-25-0748-OUT – Land to the Rear of 136-150 London Road, Holybourne, Alton, Hampshire (pre-decision amendment for re-consultation)

There was extensive discussion on the application and the following comments were recorded from Councillors:

- With regards flood risk this is still very much in the red zone
- There are underground springs, well documented in evidence from local residents
- To say there is a flood risk is a major understatement
- The flood zone classification should be 3 rather than 1 as there is a high risk of flooding
- The report from the Flood and Water Management Team at HCC, dated 6th January 2026, specifically says “we cannot consider that the current flood risk assessment is appropriate as it does not sufficiently detail the current flood risk and how it could be managed”
- The only access to the site is along London Road, from one direction only
- Removing parking along London Road to increase traffic capacity would be terrible for the village – it would kill the village and be harmful to residents and businesses
- The Council needs to reinforce the objections made last time. Nothing has been done to address the concerns raised
- The plans are all about moving traffic along the road and have no consideration for the nature of the village or the welfare of the residents
- The traffic survey should be revisited on a more appropriate day
- There are a great many factors affecting this application that are peculiar to Holybourne. It will lead to the ruination of the community.
- It is the wrong development in the wrong place

- Need to reiterate our previous objections and strongly object with the new concerns
- The new road proposals are all about robbing the village to pay Redbrown. They are unfit for the nature and position of the village and would have an adverse effect on the current residents and their desire or even ability to live there
- “I have never seen an application which is so punitive to existing residents. It is designed to punish the current residents for living there and has made me really angry”
- The five-year land supply, or lack of, is absolutely not a reason to approve this application. An application can be rejected even in these circumstances if it is harmful and this application is without a doubt

Thus, on the proposal of Councillor Hill, seconded by Councillor Hammond, it was

RESOLVED

To authorise the Town Clerk to respond to East Hampshire District Council on the planning application, reflecting the points raised in the debate.

All councillors voted in favour.

101.2 EHDC-24-0027-FUL – Land North-West of Ackender Wood, Basingstoke Road, Alton (pre-decision amendment for re-consultation)

Councillor Kellermann questioned whether the Council should be responding to the application at all as it is technically in Beech parish.

Councillor Tansey proposed an amendment to add, “and to support Cycle Alton’s response, asking that route 210 of the LCWIP be improved and that the developers of the two sites on opposite sides of Basingstoke Road work with HCC to develop a combined travel plan”.

This was seconded by Councillor Hammond and the amendment was carried with voting as follows:

In favour: Councillors Eyre, Botten, Hammond, Hill, Lamb, O’Brien, Tansey and Treacher

Against: Councillor Kellermann

Abstained: Councillor Bayliss

Thus, on the proposal of Councillor Hill, seconded by Councillor Hammond, it was

RESOLVED

To authorise the Town Clerk to respond to East Hampshire District Council on the planning application, reflecting the points raised in the debate and to support Cycle Alton’s response, asking that

route 210 of the LCWIP be improved and that the developers of the two sites on opposite sides of Basingstoke Road work with HCC to develop a combined travel plan.

In favour: Councillors Eyre, Bayliss, Botten, Hammond, Hill, Lamb, O'Brien, Tansey and Treacher

Abstained: Councillor Kellermann

101.3 EHDC-25-1395-FUL – The Queens Head, 20 London Road, Holybourne, Alton, Hampshire, GU34 3EG

Councillor comments on this included:

- Overdevelopment of the site with eight dwellings and it should be six, with the two on the road being removed
- Safety of the entrance to the site is not certain. There is often parking opposite where the junction would be and it would be difficult to cross as it is such a wide junction
- An island in the middle of the entrance to the site could be suggested in order to make it easier to cross
- There are lots of wheelchair users traveling along this section of pavement, coming from Treloars to the town, and it would be difficult for them to cross this road
- “After visiting the site concerns have been eliminated and I no longer object”
- There were originally two houses on the site
- The route for bin lorries is clearly marked on the plan
- It is a brownfield site which we should be supporting
- In line with the tree wardens report would like to see planting considered to replace the trees being removed
- Someone will have to look at the parking along the main road
- There is an off-road cycle path that goes along the front and if there were the opportunity to upgrade it that would be good.

The Deputy Clerk clarified that based on the comments the response would be a no objection with comments.

RESOLVED

To authorise the Town Clerk to respond to East Hampshire District Council on the planning application, reflecting the points raised in the debate.

In favour: Councillors Eyre, Bayliss, Botten, Hammond, Hill, Kellermann, Lamb, Tansey and Treacher

Abstained: Councillor O'Brien

102 Potential Grazing at Will Hall Meadow

Councillor Hammond proposed that the update be noted. This was seconded by Councillor Hill.

Councillor Tansey proposed an amendment that “the Council continue to investigate alternative ways of managing Will Hall Meadow to protect biodiversity there, in accordance with our Climate Change policy, and that we work in conjunction with Hop Fields Residents Association who have responsibility for part of the meadow site.”

This was seconded by Councillor Treacher. Councillor Hammond added that his amendment was going to be the same but with the preface that the grazing project be postponed, and Councillor Tansey agreed to add that to her amendment. This was agreed by her seconder, making the amendment:

“To postpone the grazing project and continue to investigate alternative ways of managing Will Hall Meadow to protect biodiversity there, in accordance with our Climate Change policy, and that we work in conjunction with Hop Fields Residents Association who have responsibility for part of the meadow site.”

The amendment was **not carried** due to voting as follows:

In favour: Councillors Botten, Hammond, Lamb, Tansey and Treacher
Against: Councillors Eyre, Bayliss, Hill, Kellermann and O’Brien
Mayor’s Casting Vote: Against

Councillor Kellermann proposed an amendment to add: “and, after considering the report terminate the project, namely cow grazing at Will Hall Meadow.”

It was noted in debate that, if this amendment were carried, the Council would still consider further options for managing Will Hall Meadow in consultation with local residents groups, but that this would exclude cow grazing.

This was seconded by Councillor Bayliss and with voting as follows the amendment was **carried**:

In favour: Councillors Eyre, Bayliss, Hill, Kellermann Lamb and O’Brien
Against: Councillors Botten, Hammond, Tansey and Treacher

Thus, on the proposal of Councillor Hammond, seconded by Councillor Hill, it was

RESOLVED

To note the update on the Will Hall Meadow grazing proposal and, after considering the report, the Council terminate the project, namely cow grazing at Will Hall Meadow.

In favour: Councillors Eyre, Bayliss, Hill, Kellermann, Lamb, O'Brien
Against: Councillors Botten, Hammond, Tansey, Treacher

103 **3G Pitch, Anstey Park – Football Foundation Documents to Sign**

Councillor Kellermann proposed that the Council:

1. Approve the AGP Framework Project Information Document and the Legal Charge, Restriction or Caution Process Document.
2. Authorise the Deputy Town Clerk to confirm the Council's acceptance of using the National Pitch Replacement Fund & Booking System.

This was seconded by Councillor O'Brien and it was

RESOLVED

- 1. To approve the AGP Framework Project Information Document and the Legal Charge, Restriction or Caution Process Document.**
- 2. To authorise the Deputy Town Clerk to confirm the Council's acceptance of using the National Pitch Replacement Fund & Booking System.**

All councillors voted in favour.

104 **Events Programme for 2026**

Councillor Eyre proposed that the Calendar of Events be approved as tabled. This was seconded by Councillor Hammond.

Councillor Kellermann proposed an amendment "that the staff approach alternative entertainers for quotes". The Deputy Clerk assured him they already do this. There being no seconder the amendment was not carried.

Thus, on the proposal of Councillor Eyre, seconded by Councillor Hammond, it was

RESOLVED

To approve the Calendar of Events as tabled.

All councillors voted in favour.

105 **Revised Financial Regulations**

On the proposal of Councillor Eyre, seconded by Councillor Botten, it was

RESOLVED

To adopt the tabled Financial Regulations for Alton Town Council.

All councillors voted in favour.

Councillor Botten thanked the Town Clerk for circulating this item in good time for councillors to consider it and make a decision.

The meeting closed at 9.12pm.