

Subject: **Written representations from the public**

Report to: Full Council, 28 January 2026

Report of: Town Clerk

1. Purpose of the report

- 1.1 To receive and consider written representations received.

2. Background

- 2.1 Under Standing Order 3e, members of the public may make representations, whether in writing or verbally. Authors of written representations are invited to ensure that they are with the Town Clerk by 12noon two days before the council meeting to enable them to be circulated in good time. At the Mayor's discretion, an author may also address the Council verbally for up to 5 minutes.

3. Main considerations

- 3.1 The following written representations have been received and are appended:
- Chris Chappell, Cycle Alton, 26 January: item 7.1
 - Martyn Edwards, Will Hall Management Ltd., 26 January: item 7.1
 - Ash Dolan-Shakeri, Hopfield Place Residents Association, 26 January: item 7.1
 - District Councillor Ginny Boxall, 27 January: item 7.1
 - Diane Correia, 28 January: item 3

4. Recommendation

- 4.1 The Council is recommended:

To note the written representations received.

Response from Cycle Alton re EHDC-25-1488-OUT At Land N of Basingstoke Road.

Proposed Residential Development 225 houses.

Contents

1. Introduction
2. Clarification of cycle routes and access
3. Completion of East Hants Local Cycling and Walking Infrastructure Plan (LCWIP) Primary Route (PR) 210 from site boundary to the Town Centre in the east and to Beech junction with the A339 in the west.
4. Transport Contributions
5. Maintenance of new cycle paths
6. Cumulative Impact Assessment
7. Conclusion

1.Introduction

Cycle Alton have studied the following documents that have relevance to proposed cycling infrastructure:

☐ Interim Travel Plan, December 18 th , 2025

☐ Design and Access Statement

☐ Transport Assessment Part 2-1

☐ Transport Assessment Part 3-1

☐ Transport Assessment Part 4-1

Overall, we welcome the focus on sustainable travel and improving the East Hants LCWIP Primary Cycle Route 210 and the link to join PR 200.

However the developer appears to be proposing that the shared cycle and pedestrian route PR210 is only upgraded along the site boundary and not into the town in the east for secondary schools, colleges, the High Street, railway station and industrial site. Nor west to the junction with Beech, Medstead and the villages of Upper and Lower Wield. This is essential to enable residents to access the town's facilities safely by bike.

Furthermore there are many points which are unclear or contradict each other; these need clarity before sensible comments can be made.

Cycle Alton is pleased to offer alternative route suggestions to overcome the current barriers to completion of PR210.

We make these suggestions so that a safe off-road cycle route is suitable for senior school age children with Bikeability Level 2 to cycle to school on their own. This promotes independence and self-reliance as well as improving health. Without this, families in the two out-of-town developments will be forced to transport their children by car to schools and college. It would also encourage all other potential cyclists who are fearful of traffic. This is cited as the main reason that people do not cycle. It will encourage many residents to commute to work, meet friends, go shopping and attend leisure and learning facilities who would otherwise drive into town.

It is worth noting that only one school is located to the west of the town. All others, including the two secondary schools and the two colleges are located east and north/east of the town centre.

2. Request for clarification of cycle routes and access

There are various statements and maps within these documents that seem to contradict each other. Eg see the map on page 49 of the Design and Access Statement and page 40 of the Interim Travel Plan. The reports also lack enough detail to make considered comments.

Could we have clarification on the following:

1. Will there be a pedestrian AND a cycle crossing at the junction of Pertuis Ave and the B3349?
2. Will the footpath (not a PROW) that runs from that junction on the north side of Pertuis Avenue be upgraded to a cycle route to meet the new cycle path being upgraded by the Croudace developers for the application of Land NW Ackender Woods, at the apex of Pertuis Ave with Whitedown Lane, in line with Cycle Infrastructure Design LTN1/20? ie three metres wide, tarmacked and lit for school children?
3. Will the 3 m shared pedestrian/cycle path along the edge of the Basingstoke Road /B3349 run from the boundary of the site in the east all the way to the junction with the A339 in the NW?
4. Is the developer planning to install a 3 m wide shared path along the site boundary only?
5. Will the 3 m wide path pass south of the embankment and north of the Basingstoke Road, to allow a coherent, direct and safe cycle route? And if not, where exactly will it go? And why ?
6. Will the lower slope of the embankment be cut back about 1m along this c.10m stretch to enable the shared route to continue unimpeded along the flat roadside? The two trees on the lower slope are already growing at an angle across the road and will probably need to be removed for safety soon.
7. Will cyclists have to detour off the roadside cycle route, just east of the embankment, enter the site and then cycle down to continue onwards /westwards towards Beech? Or turn back on themselves, eastwards to reach the crossing to Pertuis Avenue?

Please provide detailed maps of proposed cycle routes

3. Completion of Primary Route 210 from the site boundary going east into the Town Centre

We note the developer will not upgrade the shared path beyond the eastern edge of the site. It would be a waste of effort if the shared path is upgraded along the site boundary and does not extend into the town for the schools, colleges, railway station, shops and businesses. Please note all schools bar one are located in the east or NE section of Alton. The PR 210 leads directly into PR 200 that extends east to Holybourne, past schools, shops, the railway station, Eggars Secondary School and Treloars College. Short roads from it run north to connect to Amery Hill Secondary School and the 6 th Form College.

Question: Who will take responsibility to fund and complete this cycle route PR 210 into the Town Centre from the site boundary?

We note the list of User Opportunities submitted by HCC in the Transport Assessment Part 4-1

‘deemed relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design, in addition to any further opportunities that may arise through the on-going development of the design’. This was provided by The Director of Universal Services at The Castle.

Route 2: Site to Amery Hill Secondary School. *NB We think this is a typo and should read Route 3.*

And Route 4: Site to Alton High Street

210.1.1. Barriers noted in the text for the section that runs from the east of the site into the Town Centre are:

- a) The off-road path through Hopfields Meadow, parallel with Minstrell Close has an unmade surface and a gate at the Brick Kiln Lane entrance.
- b) There is a busy roundabout on the junction of the B3349 with New Odiham Road.
- c) As the route approaches the Town Centre the streets are narrower.
- d) There is on-street parking which can lead to 'dooring' incidents.
- e) Lenten Street is a 20mph zone but the traffic flows maybe too high to achieve LTN1/20 compliance. The Average Daily Traffic in 2020 was 4,884 and will be higher now due to subsequent developments. LTN1/20 stipulates 2000 should be the maximum for safe cycling.
- f) Market street is one way, which would necessitate cyclists to detour down Amery Hill, along the front of the library, up Vicarage Hill, around another roundabout to the top of Crown Hill and then back down the High Street.

The other highly significant barrier that is not noted in the text is the very narrow section of pavement, on the north side of Basingstoke Road, c.1.1m wide and c.25m long that is bounded by a low brick wall, opposite Highridge and between the eastern site entrance and Brick Kiln Lane. It is even too narrow for twin buggies, mobility scooters and wheelchairs, making it a real hazard for many users. See photo

Cycle Alton is pleased to make the following suggestions to the list of opportunities in this Transport Assessment Part 4-1 which is taken from the East Hants LCWIP. Both options would provide a completely safe, off-road, flat, direct, attractive and coherent route for school children to cycle to their nearest secondary school, students to the 6 th Form College and everyone into the library, Community Centre and High Street.

This would not only improve children's health and increase attention during school time, but also build independence and self-reliance.

It would be totally compliant with LTN1/20.

☐ Starting from the very narrow pavement on the north side of Basingstoke Road, c.25m long that is bounded by a low brick wall, opposite Highridge and between the eastern site entrance and Brick Kiln Lane. We suggest two options:

1. A shared route is created behind the wall, offering a very safe off-road route. It may need to be a boardwalk to protect the source of the R Wey and could be landscaped to make a feature. It would exit onto the bottom/S end of Brick Kiln Lane, opposite the entrance to the Hopfields Meadow. Depending on land ownership, Highways may need to negotiate a permissive use of the path, in line with LTN1/20 Section 14 'Integrating cycling with highway improvements and new developments/creating a cycle route using permissive rights'.

Currently the land is only scrub vegetation. The gate to Hopfields Meadow (ATC land) should be removed. Although traffic using this Brick Kiln Lane is minimal, we advise a Copenhagen style crossing is installed for safety purposes. See sketch map

or

2. The very narrow pavement, 25m is widened from 1.1m to 3m and the road extended northward in a bend, using spare land available opposite that section. It is likely to be the more expensive option, but it would have the advantage of slowing traffic as it enters Alton. The route then follows the above option into Hopfields Meadow and beyond.□

The path through Hopfield Meadow should be widened to 3 m and preferably given a hard surface.

□Where the path exits onto New Odiham Road, a toucan signalised crossing needs to be installed as it is another busy road bringing traffic into town from Odiham and the M3.

□Highways would need to negotiate a permissive path though the land opposite owned by SE Water. It should be fenced off from the bore hole works just inside the land to avoid any pollution. Their Chief Executive prides themselves on their focus on sustainability: “Making sure we are doing the right thing for the environment and society is the heart of our purpose at South East Water.” The path would exit into Flood Meadows.

□Cycling is permitted in Flood Meadows. Paths lead almost direct to Amery Hill Secondary School and onto the 6 th Form College. Cyclists would have to give way to pedestrians on the last short section, 2m wide and 53m long, that leads out to Steeple Drive in the far NE of Flood Meadows. The barriers at the east end should be removed, and the road barrier of bollards and a raised pavement across Amery Hill, just south of the school entrance should have dropped kerbs to allow for cyclists, buggies, wheelchairs etc.

The last sentence re Route 2: Site to Amery Hill Secondary School in the list of User Opportunities in the Transport Assessment Part 4-1 states that ‘Vegetation encroaching across the footway along the length of Basingstoke Road could be trimmed back to maximise existing footway’. We appeal to the developers to trim this vegetation back and clear the path surface to the original width, all along the Basingstoke Road as far as the Beech junction, to reinstate what we believe was the shared cycle and pedestrian route out to Beech, Medstead and the Lower Weald villages.

This would complete the PR 210 and be a beacon of excellence for cycling in Alton.

NB Other Site references in User Opportunities in the Transport Assessment Part 4-1:

Route 1: Site to Community Hospital, Sports facilities etc should be covered by the new development, if approved for Chawton Park Farm for the most western section of PR 200

Route 2: Site to The Butts Primary School is covered by the development Land NW of Ackender Woods.

4 Transport Contributions

We strongly urge the planning committee to ensure that all infrastructure costs for PR210 are calculated, and developer contributions agreed before full planning approval. Given the huge benefit of a safe off-road cycle route for school children, we feel sure that residents of Alton and villages to the NW would be pleased to agree to a crowd-funding scheme if there were significant shortfall in funding.

5. Maintenance of new cycle paths

The dire state of the footway along Basingstoke Road is an example of how lack of maintenance has completely taken away a safe section of a shared cycle/pedestrian route.

Please can the planning committee require satisfactory maintenance of new cycle paths in perpetuity?

6. Cumulative Impact Assessment

Given the large increase in the number of housing developments to the west of Alton (Hopfields, Land NW Ackender Woods, Land N of Basingstoke Road and now, probably Land at Chawton Park Farm), is it time to take a step back and assess how this is transforming our town? How do we want our townscape transformed by the large influx of these out-of-town developments? It was noted in the last EHDC planning committee meeting on Jan 21st that perhaps local shops are needed to cater for out-of-town developments where the nearest one is 1.2 km away (from the development NW Ackender Wood).

The need for safe off-road cycle access is vital to avoid traffic congestion and pollution, improve health and reduce the need for NHS services, develop self-reliance among the young and increase agility and fitness in the elderly.

7. Conclusion

We need a Cumulative Impact Assessment to enhance amenities of the west end of the town.

Without a safe off-road cycle route (PR210) there will be no change in modal shift in transport, no increase in sustainable transport and more and more traffic congestion. Families, children, workers, shoppers and the elderly all need the freedom to access Alton and its facilities safely, while enhancing their health and fitness.

We are requesting a joined-up approach, with developer contribution to help deliver the existing HCC/EHDC LCWIP strategy prior to the building of new homes.

Thank you

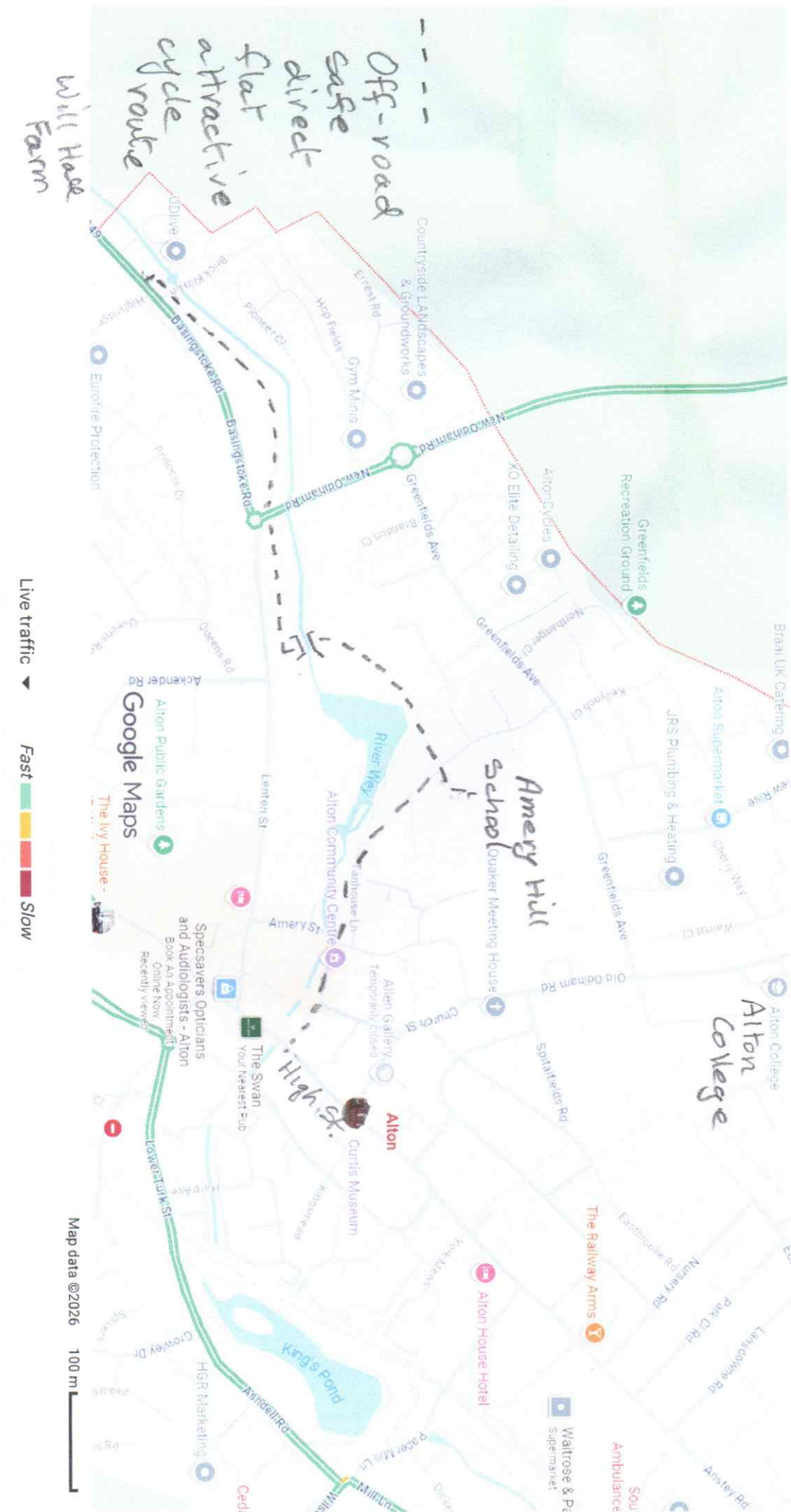
Chris Chappell, Angus Berry, Colin March

Volunteers Cycle Alton. Tel 07815 670191

Date January 26th 2026



Alton



“LAND NORTH OF BASINGSTOKE ROAD”, ALTON

(Previously known as “Land West of Brick Kiln Lane”, Alton)

“Outline planning permission for up to 225 residential dwellings “

Application Reference: **EHDC-25-1488-OUT**

PLANNING APPLICATION RESPONSE – SUMMARY

Submitted by: **Will Hall Farm Management Ltd**



1. THE SITUATION

EHDC is assessing an outline planning application for “up to 225 dwellings” under reference EHDC-25-1488-OUT. This scheme was been referred to as “Land West of Brick Kiln Lane” but now re-titled as “Land North of Basingstoke Road”.

The application is one of three major residential developments (totalling 504 dwellings) sequentially built or planned on Alton’s north western edge.

This response from Will Hall Management Ltd (which is abridged from a larger document to be submitted as response to planning application EHDC-25-1488-OUT) identifies nine areas (“issues”) of material non-compliance with statutory requirements and relevant planning policy frameworks. Four of these are ‘game-stopping’, requiring application restart; the other five are deficiencies that need rework and amendment.

What this means: We understand the application cannot be lawfully determined in its current form – and believe that determination without addressing these issues could expose the Council to regulatory enforcement action and judicial review.

2. THE FOUR “GAME-STOPPING” ISSUES

These are not matters of planning judgment, opinion or discretion; they are legal / regulatory requirements. We believe the application cannot proceed until these are resolved.

2.1 Cumulative Environmental Assessment is missing

The Issue: Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA) establish that where multiple development projects are related, their cumulative environmental impact must be assessed before any phase can be lawfully approved.

The three developments for Alton's NW edge (Phase 1: Hopfields - 180 dwellings built 2019-22; Phase 2: this application, 225 dwellings proposed; Phase 3: Croudace Homes – 99 dwellings pending decision) all share the same River Wey catchment and groundwater systems, the same transport and services infrastructure, impact the same listed buildings and agricultural heritage setting, and all collectively impact and transform Alton's north-western edge. EIA Regulations (2017) require cumulative assessment before lawful approval. This doesn't currently exist.

Why it matters: This application cannot be lawfully determined without cumulative assessment. To do so could expose a judicial review risk. The Environment Agency or Natural England could also challenge the decision on environmental grounds.

What must happen: The Applicant should provide a cumulative impact assessment or the application can be refused on regulatory grounds.

2.2 Flood Risk Assessment (FRA)

The issue: The Applicant's assessment concludes little or no risk from flooding or sewage spills from the planned development. However, Will Hall Farm Management Ltd commissioned a hydrometric and services company who specialise in environmental sensing, flood prevention and water management for the Environment Agency, water companies and highways authorities to review the submission.

Their specific feedback indicates 8 areas of serious concern including: theoretical “greenfield” and desk-based FRA assumptions, the omission of cumulative risk from nearby developments, failure versus geological reality of the proposed site discharge rates, failure to validate against known flood events and sewage spills, misleading catchment analysis and sedimentation risks, factual inaccuracies in the Thames Water response on the sewer flood risk, plus unmodelled groundwater impacts.

Why this matters: Each identified FRA shortcoming is singularly concerning. Together they are alarming. The Applicant's FRA relies on theoretical and desk-based assumptions that fail a basic ‘stress test’ when compared to the empirical reality of the site. The FRA fails to demonstrate compliance with the National Planning Policy Framework (NPPF), specifically requirement that a development be “*safe for its lifetime without increasing flood risk elsewhere*”, and in NPPF (para 171) which mandates that strategic policies and assessments must “*consider cumulative impacts in, or affecting local areas susceptible to flooding*”.

However, the FRA ignores a cumulative impact of existing nearby and planned developments, there is no assessment of the downstream and compounded flood risks towards Alton town centre, no validation of the FRA versus known flood events, and misleading technical analysis on the areas quoted previously. These are failures versus NPPF requirement.

The fact that Thames Water has failed to document and report on known sewer flood (“surcharge”) events (which is proof of system inadequacy) is deeply concerning and renders their capacity confirmation invalid.

What must happen: The Applicant must rectify the deficiencies in its submitted FRA. The Environment Act 1995 and NPPF establish a precautionary principle: where risk is identified (run off, flooding / sewage spills and infiltration) burden of proof shifts to the developer to demonstrate safety and *prove it works*.

2.3 Heritage & Archeological Assessment

The issue: Five Grade II listed buildings at Will Hall Farm (Domesday farmstead, nationally significant) reside today in an agricultural landscape which (even the Applicant acknowledges) makes a significant contribution to the heritage setting. The three development phases in NW Alton will completely encircle Will Hall Farm with 504 new dwellings. How this must be assessed is defined in regulation:

NPPF (para 209) requires cumulative heritage assessment. But this has not been provided. The Heritage Assessment only describes the Applicant's site and contains worrying contradiction (e.g. it acknowledges the positive contribution of the (currently) agricultural site to the heritage setting, then states the impact of up to 225 dwellings on it will be '*less than substantial*' and '*limited*', that Will Hall Farm will "*be affected up on to a degree*" and that "*some of the new buildings will be higher than the tops of Will Hall Farm buildings*"; (they all will). The Applicant's application includes an image (see below) which at a stroke confirms the planned destruction of the heritage setting with development that will be an overbearing and dense built landscape backdrop to Will Hall Farm's listed structures and setting.

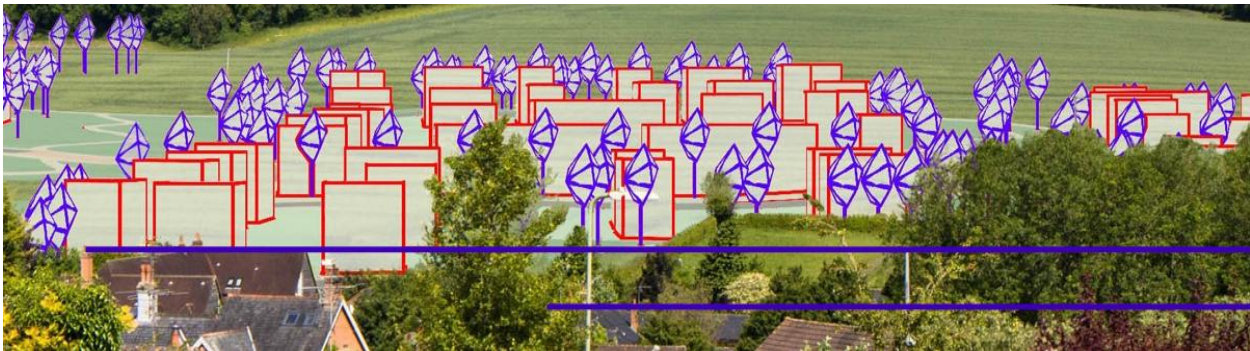


Image 1: Used in the Applicant's submission documents, this photo has been taken from the top of High Ridge, on the opposite side of the Basingstoke Road to Will Hall Farm. The **purple** lines added to the photograph are at the roof ridge level for 2 storey and 1.5 storey dwellings in Will Hall Farm. Even from this elevated position on High Ridge, the outlines shown of the proposed new dwellings on the application site dominate the heritage setting and listed buildings of Will Hall Farm. It is oppressive and over-massed by proximity, building heights and density. It would eliminate the site's significance and contribution to Will Hall Farm's listed and heritage setting.

NPPF (para 197) requires for archeological evaluation. The site is of known historical interest and Saxon origin. There is a probable Saxon church site close to Will Hall Farm (referenced in the Domesday Book). Trial trenches were excavated before the building of Hopfields Place for this reason, but no field evaluation (trial trenching) has been conducted or planned for this application. Yet NPPF (para 197) mandates this before permission becomes operative.

Why this matters: Approving this application without cumulative heritage assessment and a binding heritage mitigation strategy ("*with teeth*") about building heights, density, materials used, quantified boundary setbacks ("*buffer zones*") to the new suburban built landscape etc, violates NPPF (para 209) and Town & Country Planning Act (1990) Section 66 duty to preserve listed building heritage setting.

For an outline planning permission application, defining the extent of allowable built environment / land (versus what is left as 'green space') is a key outcome. So, a quantified decision on the setbacks ("*buffer zones*") of the application's built landscape from the Will Hall Farm boundary to maintain the heritage setting and context of the farm's listed buildings is a fundamental requirement. This cannot be deferred. It is also understood that if decisions are taken meaning heritage deterioration of listed buildings occurs post development, the Council could face liability.

Similarly, if archeology is destroyed without evaluation, this is in breach of NPPF (para 197) and regulatory agencies (Historic England, Heritage England) can enforce compliance.

What must happen: The Applicant must provide a cumulative heritage assessment showing how all 3 phases impact Will Hall Farm and a binding heritage mitigation strategy to maintain the heritage setting. Archeological trial trenching must also be conducted to CIfA standards before any outline planning approval becomes operative.

2.4 Procedural Compliance

The issue: The Town and Country Planning (Development Management Procedure) Order 2015, Article 14 requires notice to be given to the landowner not less than 21 days *before* application submission. Notice was served on 19 December 2025 and the application was submitted on the same day, 19 December 2025. That is, with 0 (zero) days' notice when 21 days is required. This is a mandatory procedural requirement that has not been satisfied.

Why it matters: Application deficient in Article 14 notice can be rejected as procedurally invalid, or must be resubmitted after the proper notice period. This is not discretionary.

What must happen: The Applicant must either resubmit after a due 21-day notice period, or the application is rejected for procedural non-compliance.

3. THE FIVE REMEDIABLE TECHNICAL DEFICIENCIES

These are each serious but capable of resolution through rework and amendment. Each requires specific corrective measures but no not require a planning application restart.

No.	Issue	Deficiency	Statutory Framework
5	Landscape & Visual Impact Assessment	- NPPF and East Hants Local Plan Policy HE1 non-compliance - Permanent 'major adverse' landscape effects identified in the Applicant's own study. - Mitigations inadequate: cumulative landscape transformation (agricultural to suburban) not assessed; historic character & setting destroyed.	NPPF (para 174,198 Local Plan HE1
6	Design & Access Statement	- NPPF and East Hants Local Plan Policy CP29 non-compliant - Design and heritage-critical deficiencies unmitigated and unsecured (not binding)	NPPF (Para 126, 194) Local Plan CP29
7	Energy & Climate Sustainability	- Application does not address East Hants Local Plan Policy CP29 on exemplary design, energy efficiency and more. - NPPF requirement to build sustainable development into plans from outline stage not delivered. No binding decisions taken	NPPF (para 8, 152) Local Plan CP29
8	Transport Assessment	Cumulative traffic impact across 3-phase development of NW Alton (504 dwellings) not modelled. Required by EIA Regulations (2017)	EIA Regulations (2017) NPPF (para 110, 145)
9	Biodiversity & Ecological Assessment	- River Wey watercourse condition plan not addressed - Species extinction unmitigated - Biodiversity net gain shortfalls unmitigated - SINC assessment and plan absent - River Wey nutrient neutrality unassessed	NPPF (para 174, 179, 188), Environment Act 2021

4. WHAT COUNCILLORS NEED TO KNOW

4.1 This is not opposition to development. The response supports development *when it's done properly*. The objections are grounded in statutory law and regulation, not planning preference.

4.2 Heritage and environmental protection are not negotiable. Will Hall Farm's five Grade II listed buildings and heritage setting are nationally significant. The River Wey catchment and headwater is a designated priority watercourse. These assets deserve (and have) protection grounded in law, not discretion.

4.3 This is about creating a better outcome for Alton. This response is designed to lever comprehensive reassessment and meaningful remediation where required. The challenge to the Applicant is to demonstrate proof of statutory compliance and deliver on genuine flood risk and watercourse management, heritage mitigation, sustainability plus the social and built infrastructure requirements to meet Alton's priorities. If the Applicant cannot, then refusal is proper.

4.4 This is about fulfilling statutory duty. East Hants District Council has legal obligation to refuse applications that don't comply with statutory requirements (EIA Regulations, Listed Buildings protection, flood risk management, heritage protection). Ignoring these obligations violates that duty.

4.5 This is about institutional risk management. Approving applications despite known statutory deficiencies exposes the Council to judicial review, regulatory enforcement action, and financial liability. Proper process protects the Council.

5. THE DECISION FRAMEWORK

The East Hants District Council Planning Committee have two options:

5.1 Option A: Require Comprehensive Remediation

The Applicant addresses the nine issues (four game-stopping and five remediable) before determination.

Advantage: The application can proceed if the Applicant can demonstrate statutory and regulatory compliance.

5.2 Option B: Refuse on Statutory Grounds

The four game-stopping issues alone provide grounds for refusal against:

- EIA Regulations (2017) (missing cumulative assessments)
- Environmental Protection non-compliance (flood risk failures without investigation; deficient flood risk assessment scope, methodology, assumptions and calculation).
- NPPF and Listed Buildings protection breaches (heritage cumulative assessment and binding mitigations absent).
- Town & Country Planning Act 1990 breach (Article 14 procedural defect)

Advantage: Clear grounds versus legal, regulatory and planning frameworks. Protects Council's statutory duty.

Ash Dolan-Shakeri, 26 January

Dear Councillors

Residents of Hopfield Place have asked me to write ahead of ATC's meeting on Wednesday to consider the planning application for land west of Brick Kiln Lane.

On behalf of residents, and along with representatives of Amery Hill Residents' Association and Will Hall Farm Residents' Association, I have attended meetings with Hallam Land (the applicants) since July. I am therefore very disappointed that the planning application as submitted does not match what was discussed during those meetings.

I am unable to attend Wednesday's meeting but I am grateful to Charles Kaye of AHRA and Martyn Edwards of WHFRA for sharing their submissions with me ahead of that meeting. I wish to express my full support for all the concerns they raise about the planning application.

This development, along with the Croudace development opposite, will form a new western gateway to Alton and therefore I believe that the Council should have the highest expectations for these in order to keep Alton as a town in which we can be proud to live.

Best wishes

Ash Dolan-Shakeri

Chair, Hopfield Place Residents Association

District Councillor Ginny Boxall, 27 January 2026

Dear Tom

I'm aware the site land NW of Basingstoke road is up to be discussed soon by councillors and although I'm not the ward Cllr this is in the adjoining ward I have been made aware of the need by residents at Will Hall to employ a firm Bee Lucky to come each week to clear the drains that flow into the culvert, without this the houses and business there would regularly flood .

The video was filmed this morning by the firm who worked quickly to clear the drains but they tell me the flooding is getting worse over the last few years !

I just want Cllrs to be made aware that there needs to be very robust measures in place to prevent flooding during building as my own residents at Treloar heights are experiencing with building work on the fields above their estate and I enclose photos taken this morning as I went to see the damage myself .Mud flowing into gardens and garages has been an all too regular occurrence !!

Best Wishes,

Ginny

[Still image from the video that was attached and 3 photos]





Diane Correia, 28 January 2026

Through the Chair, can the Council clarify what its expectations are regarding councillors' participation in voting, particularly where Councillor Bayliss has abstained from almost every vote on the Kings Pond matter without declaring a conflict of interest? In those circumstances, is there any guidance or expectation that repeated abstentions may amount to a failure to properly participate in decision-making, and how does the Council balance a councillor's right to abstain with their duty to actively represent residents on significant local issues?