**Notes for use at the “Bramley Meadows” Workshops on Thursday 7th August (various times) in Bramley Village Hall.**

Please aim to arrive 15 minutes before your session time.

Workshops hosted by the Wellington Estate, 3West (developers) and Stantec (architects).

Format of meetings: Introduction by the Wellington Estate followed by a presentation led by Stantec then break out into table-level discussions.

Use the time wisely. The sessions are only 1hr 15mins long - so focus on your concerns!

This project has the “potential to destroy forever the special nature of the village”.

General points to note:

* Bramley has been massively over-developed.
* 1477 houses built in Bramley since 2010, all but 270 built after 2020.
* A further 60 houses awaiting a planning decision (not including Bramley Meadows - 650 houses)
* Estate is building 650 houses (40% of which will be social housing). How are they going to pay for the new infrastructure and make a profit?

Wrong development, in the wrong place and at the wrong time.

**Please ask for answers to the following issues identified by residents:-**

1. TRAFFIC PLANNING

|  |  |  |
| --- | --- | --- |
| ISSUE | DETAILS | COMMENTS |
| 650 houses will bring in approximately new cars 1625 cars (2.5 cars per house) | Too much additional traffic for the existing roads.  If 60% of cars go to and from work each weekday - 1300 movements per day.  If 40% go in and out three times during the day = 2700 movements per day.  PLUS deliveries, postal, bin men, grocery deliveries = 200 movements per day.  **TOTAL 4200 traffic movements per day.** | No/fewer houses to be built. |
| Site exit onto Bramley Lane/Stratfield Saye Road (as per Vision statement on BDBC planning website) will encourage traffic to go through Stratfield Saye. | Single width rural lane, blind corners, junctions with poor visibility and fast-moving traffic (60 mph in most places). | Move the site exit away from Bramley Lane/Stratfield Saye Road.  Road not a suitable route for higher volume use. |
| Bramley level crossing is down 37 minutes per hour. | Prevents cars from travelling through Bramley, so forced to go through Sherfield On Loddon or Stratfield Saye.  Creates a bottle neck in either direction. | Level crossing times cannot be altered.  Planning condition that a by-pass/ alternative route will be built. |
| Roads already busy | 2019 traffic survey showed 683 traffic movements per day along Mortimer Lane. In July 2025, 720 cars travelled along Mortimer Lane in the space of 2 hours (7-9am). 2000 cars go through Sherfield from Bramley every day . | Village roads already busy. Every route is a bottleneck. No/fewer houses to be built. |
| Stratfield Saye roads not safe | Lack of pavements mean residents must walk on the road.  2019 traffic survey found 80% of cars speed through the village. 70% of traffic is outside of peak hours - so it is an all day problem. Major collision at Holly Cottage cross roads (where the exit is planned) on Saturday 2nd August 2025. Life - changing injuries suffered. | Stratfield Saye roads already not safe. In additional to people walking, there are horses, stables, a childrens’ nursery, and cyclists present. Money from the development to be spent on speed calming and safety measures for the village. |
| Construction traffic | Construction traffic should come through Sherfield. | Nothing to police this or ensure construction traffic follows the route |
| New car park for Bramley station | Its a long walk from the station. | This will create extra traffic. |

Conclusion:

650 more houses will create a massive traffic problem on top of existing traffic issues. The Estate must come up with solutions that appease resident’s concerns in this regard. Infrastructure requirements must be a condition that can be enforceable.

1. SEWAGE & FLOOD ZONES

|  |  |  |
| --- | --- | --- |
| ISSUE | DETAILS | COMMENTS |
| Bramley Meadows is in flood zones 1, 2 & 3 | Area in flood zones 2 & 3 are heavily at risk of flooding. Many gardens get flooded in heavy rain. | Where will the run off be? Serious environmental concern as creates a risk of flooding. No houses to be built on this site |
| New houses will be on mains drainage | Sherfield Sewage works already working at over-capacity. | What can be done to fix this?  No/fewer houses to be built. |
| Weekly discharges into the River Loddon | Long term impact on the environment and the health of the River Loddon. | Already happening. Going to become more frequent with more houses. |
| Previous developments have promised to improve sewage works | Developers have reneged on promises. | Infrastructure work to be completed before any housing built. Terms of agreement to make improvements must be enforceable by BDBC. |

Conclusion:

Can a solution to this issue be found? Who will be responsible for the work and how will it be paid for? Lessons from past developments must be learnt.

1. SCHOOLS

|  |  |  |
| --- | --- | --- |
| ISSUE | DETAILS | COMMENTS |
| Bramley primary school is currently full | Capacity of 460 pupils - June 2025 Ofsted report lists the number of pupils at 457. | No real capacity to take children from Bramley Meadows. Children will be sent to schools outside of catchment area. No/fewer houses to be built. |
| Everest Community Academy is almost full | Capacity of 750 pupils and the number on the roll in Jan 2025 is 691. Year 7 was over-subscribed for 24-25. | Likely to become full very soon. Reports of children already being sent to Popley School. No capacity to take children from Bramley Meadows. |
| New primary school to be built on site | Must be undertaken in conjunction with the Department of Education. | This will take years to plan and build. Unlikely to be built before the housing - so obligations need to be enforceable. Where will the money come from - it will cost millions. |

Conclusion

This issue is highly unlikely to be resolved before the housing is built. Where will the money come from and can the Estate be forced to meet its obligations? Bramley and the surrounding catchment area could be left with an insufficient number of school places for their children. A new primary school will not provide a complete solution.

5 MEDICAL CARE

|  |  |  |
| --- | --- | --- |
| ISSUE | DETAILS | COMMENTS |
| Clift Surgery currently overcapacity working at 180% with 6,500 patients. | The practice is currently not accepting new patients. | No medical care for new local residents. Extreme delays in accessing medical services.  No/fewer houses to be built. |
| National shortage of GPs | 5,300 vacant GP posts nationally. Projected shortfall by 2031 is 8,800. | Even if new facilities can be built - where will the doctors come from? |
| New surgery to be built | Must be undertaken in conjunction with the Department of Health. | This will take years to plan and build. Unlikely to be built before the housing - so obligations need to be enforceable. Where will the money come from - it will cost millions. |
| Basingstoke & North Hants Hospital | Critical incidents declared Dec 2024 and Jan 2025 - no more patients can be admitted and all non-urgent surgeries are cancelled. Performance falls well short of national targets. | Already facing significant service pressure, operational strain and bed shortages in an aging infrastructure.  No/fewer houses to be built. |

Conclusion

This issue is highly unlikely to be resolved before the housing is built. Where will the money come from to build a new GP practice and can the Estate be forced to complete its obligations? Many people in Bramley and the surrounding area could be left without access to a GP. The hospital is already consistently failing to meet NHS standards and local residents could experience even longer delays for treatment if this large development is built.

**General Conclusion: -**

* BDBC needs to create housing developments, but where they are built is crucial. Common sense should prevail.
* Too many houses for the site and for Bramley’s already overwhelmed infrastructure.
* Infrastructure must be improved before more housing is built.
* The reality is that many of these issues cannot be resolved.
* Even if issues can be fixed, there is not enough money in the pot for all these improvements to roads, school, doctors etc.
* Infrastructure requirements must be a condition that can be enforced.

Wrong development, in the wrong place and at the wrong time.