

Site name
SA19 – Land at Brick Kiln Lane & Basingstoke Road
Name of parish/town council responding
Beech Parish Council
1. What are the important natural, historical, heritage and landscape features of the site and its environs? Please list and/or describe them
<p>a) Hungry Copse ancient woodland SINIC abutting the north of the site, high on a knoll with relatively steep open hillsides descending from it (to the southwest and southeast) to the valley of the River Wey.</p> <p>b) Wyards Farm buildings (Grade II* listed), 300m southwest of the site.</p> <p>c) Trackway of the Basingstoke & Alton Light Railway, running along the southern side of the site.</p>
2. What do you think is valuable about the features that you listed in your response to question 1?
<p>a) Currently the views to Hungry Copse from the west (Beech village – Medstead Road & Snode Hill), from the southwest (Wyards Farm & PROW footpath 714) and from the south (Ackender Wood & PROW footpath 712) are all of open farmland with some lines of trees. This is a valued rural landscape, and the Beech Neighbourhood Development Plan (Policy BPC03) precludes development in this area (to the extent that it is in Beech parish) in order to retain this landscape and prevent coalescence with Alton. The Beech Landscape Character Assessment 2018 recommends that Beech should “retain an undeveloped rural road corridor along the A339” and “limit ...infilling between existing settlements e.g. Beech and Alton”.</p> <p>b) The rural setting of Wyards Farm and of Beech village, in the natural valley bowl in which they sit, are valuable in terms of landscape, as is the well-defined rural gateway to Alton at the junction of Basingstoke Road & Pertuis Avenue.</p> <p>c) The railway trackway is of some historical interest, and has the potential to be used as a pedestrian and/or cycle route.</p>
3. If there are views into or from the site that are particularly important for you, please describe these views (what you can see and from where) and say why they are important to you.
See 2a above.
4. From where (i.e. from which road(s) and/or point(s) on the site’s boundary) should vehicles gain access to the site?
<p>a) The proposed single T-junction access onto Basingstoke Road (east of the Pertuis Avenue junction), for a car-dependant development of 255 houses, promises to be congested during rush hours, notwithstanding the relatively low average hourly traffic movements quoted by the developer. That section of Basingstoke Road, between Pertuis Avenue and New Odiham Road, has a consistent flow of traffic (and is extremely busy during rush hours) with traffic moving from the A339 (south) to the B3349 (north) and vice versa.</p> <p>b) What happens to a car-dependant 255 house development with a single access road, when that road is blocked by road works or a vehicle accident? Surely a second access road is also prudent and necessary?</p> <p>c) Instead of a piecemeal solution for this site we suggest EHDC seeks a more strategic plan for road infrastructure, that fits better with the surrounding area and the likely commuting patterns of the site’s residents, such as:</p> <ul style="list-style-type: none"> - Combining the access onto the Basingstoke Road with an improved junction at Pertuis Avenue, such as a roundabout that would also alleviate the congestion currently experienced at Pertuis Avenue; and - Providing a second access route to the B3349, either through or immediately to the north of the adjacent Redrow development. This would reduce the flow of traffic from the site through the A339 access point (although some Redrow site traffic may take advantage) and would provide an alternative means of entry/exit from the site if the access road to

<p>the A339 is blocked.</p> <p>d) In our response to the 2019 Local Plan consultation we pointed out a potential strategic bypass road corridor passing through the site, north from the A339 towards the B3349 (identified by Atkins Consulting for Alton Town Council in 2015). Is this potential road corridor still being considered? If so, it will have implications for the site layout and site road access points.</p>
<p>5. From where (which path(s) and/or point(s) on the site's boundary) should pedestrians gain access to the site?</p>
<p>The pedestrian access points, to Basingstoke Road and Brick Kiln Lane, proposed by the developer seem reasonable. The westernmost access point onto Basingstoke Road looks particularly important because it facilitates walking to the site's nearest public building – Beech village hall – and footway improvements to the village hall will be needed. In addition there may be a possible recreational pedestrian (and cycle) pathway along the railway trackway running west from the site – subject to landowner permission.</p>
<p>6. Are there any opportunities for increasing access by cycle modes in addition to the access points identified under questions 4 and 5? If so, please give details of where these opportunities are on the site's boundary</p>
<p>No.</p>
<p>7. What type(s) of housing do you think would be most appropriate for the site from the following list: detached, semi-detached, terraced, flats? Please identify as many types as you think are suitable and explain why.</p>
<p>Semi-detached, detached and possibly some terraced houses would be appropriate, typical for a low density, edge of settlement development. Bungalows appear to be in particular demand on the adjacent Redrow site. Flats are more suitable for the core of the town, especially blocks of more than two stories, which would be difficult to successfully integrate onto a sloping & landscape-sensitive site like this.</p>
<p>8. Are there parts of the site that would be more suitable for new homes than others? If so, please give details of which parts (e.g. northern, southern etc.) are more suitable and explain why</p>
<p>The eastern half of the site is within Alton's already-developed valleys and predominantly faces Alton housing on the opposite slope; this is the most suitable area for new homes. Except that the southern fringe of the site is prone to some flooding and is unsuitable for housing.</p> <p>The western half of the site (i.e. west of a line from the SE corner of Hungry Copse to the junction of Basingstoke Road & Pertuis Avenue), on a slope facing out across agricultural land towards Beech & Wyards Farm, should be developed as little as possible in order to retain the rural setting of the existing settlements to the west, and to retain the countryside views to Hungry Copse from the west and southwest. Development lower down the western slope would be preferred to development higher up the slope, close to Hungry Copse, so long as any development is screened by trees & vegetation so that new houses cannot be seen in medium and long views from the west and southwest. The developer's proposals for woodland bluffs and new structural planting, between and within housing blocks, needs to be beefed up to achieve this screening from the west and southwest.</p>
<p>9. Where should other land uses (such as public open space, new community buildings and shops (if proposed)) be located on the site, in relation to new homes? Please explain your answer.</p>
<p>Public open space should be located immediately to the south and west of Hungry Copse, in the parts of the site where housing would be intrusive to views from Beech, and therefore unwelcome. Public space should also be along the south of the site, where flood risk precludes housing.</p> <p>No new community buildings or shops are being proposed, as far as we can see. Nor do we consider them necessary.</p>

10. A location plan image of the site at an appropriate scale has been e-mailed to your clerk. If you feel comfortable in doing so, you may annotate this plan (either electronically, if you have access to appropriate software, or by drawing on a printed-out version) to clarify your answers to questions 1-9. If you intend to supplement your answers with an annotated plan or drawing, please upload a scanned copy here.

11. If you were to think about the design of any new streets on the site, how do you think they should appear? You might wish to consider whether the new homes should be set back a constant distance, or whether this should vary; how much tree cover you might expect; how enclosed by buildings the streets should be; how the boundaries of new homes might be dealt with. If desired, please upload any photos of good examples.

Layout and housing density, and roof pitch & materials, should be consistent with the adjacent Redrow development. There should be extensive tree cover between the houses (or blocks of housing) to break up the view of the mass of buildings from Highridge opposite. (It isn't clear at this stage how much in the way of tree cover has been planted at the adjacent Redrow site.) Road widths should be adequate for both traffic and parking, i.e. no repeat of the inadequate road widths seen on the existing Lord Mayor Treloar development off Chawton Park Road.

12. How would you expect car parking to be dealt with on the site from the following list: on residential plots (e.g. driveway or garage); within parking bays along a street; within a parking courtyard in front of new homes; within a rear parking courtyard; by a mix of these approaches across the site; by another approach (please specify)? Please explain the reason(s) for your choice

On residential plots (driveway or garage). Possibly in a parking courtyard at the front of terraced homes.

13. Having listened to, or watched the recording of the developer's presentation about their vision for the site, did you agree with their proposals? Please explain your answer.

The developer's proposals go some way to meeting our concerns, but we believe that they have more to do (in terms of "woodland bluffs" and new structural planting) in order to screen new housing from medium and long views from the west and southwest. We concede that there is no way to completely conceal their proposed new housing from views from the south (Ackender Wood footpath), and the view from there will be similar to the view from Highridge etc. We also don't believe the proposed access road onto the site is adequate, and would urge the developer and EHDC to take a more strategic view of the necessary road infrastructure improvements in the area surrounding the site – see our earlier answer to Question 5.

By ticking this box, you acknowledge that this form will be submitted to East Hampshire District Council on behalf of your parish or town council and used by the planning policy team to inform the emerging Local Plan. The information you have supplied may be shared with the Planning Inspectorate and published only as part of the Council's evidence base for its Local Plan. All comments submitted as part of the consultation will be used in line with our Planning Policy Privacy Notice and kept according to our Retention Schedule, both of which can be found on our website (www.easthants.gov.uk/draft-local-plan)