

Residential Allocations Post it Notes

1. Holybourne village is a bottleneck which causes safety issues with narrow pavements.
2. LAA Site above Holybourne. Holybourne village has character. It is not a satellite town for ALTON. Access to Alton town would be along London Road quite unrealistic. Already difficult to pass through the parked cars. Practicalities of this route into town need to be addressed. People are not going to go back to an A31 access to reach Alton town centre.
3. There does need to be some development to keep a village such as Holybourne alive, but not on the scale of the Law site to the north of all of Holybourne. The national park is 57% of East Hampshire District Council area is the national park absorbing 50% of the proposed development.
4. Development to the north of Holybourne could completely change the village by potentially doubling the village size new house owners would use London Road to access the town. This could potentially cause huge disruption and difficulty for complaints residence.
5. The allocation to the north of Holybourne were triple the size of the village and destroy its character.
6. To add 1200 houses to the north of Holly Holybourne village only 600 would be a total disaster for the existing residence and completely destroy it as a village.
7. I think the development shown to the north of Holybourne Hill is a terrible idea. It was spoil Holybourne, the road and Holybourne wouldn't not cope.
8. Please do not built on the Holybourne part.
9. Holybourne is a safe place to live large-scale development. Will impact on this. The allocation to the north of Holybourne is ridiculous.
10. London Road is the main access to Andrews and Treloars plus Eggers from the village. London Road and surrounding roads cannot have more traffic force through an accident with a child will become a serious risk. Don't add housing to Holybourne.
11. Development on the scale proposed would be madness. It will completely change the character of Holybourne village. Traffic through the village is already a serious problem and 1200 additional homes to create a no-go area, even with the road onto the bypass at Burnham on the end of the village, many of the households would choose to travel to schools and Alton town centre via London Road, far better to identify smaller infill possibilities within the current village of outline.
12. I am an older person and we do not live forever and space will come up following deaths. Land available does not always mean it is suitable for development. Land to the rear of Ashdale would put our skyline at risk and land North of Holybourne is a flood due to risk grey chalk.
13. Please do not allow any development to the north of Holybourne up Brockham Hill, and behind the Treloars, which will totally alter the whole environment of Holybourne. Two very avaricious, landowners, Treloars and the new owners of Froyle estate are desperate to develop their land. Treloars has already built behind the boundary, and the only reason RedBrown bought for Froyle Estates was to develop it. The ancient church, and the Roman remains ought to be protected from such an onslaught.
14. Holybourne is a quintessential English village by addition of 1200 houses to the current 600. The precious nature of the area will be irrevocably destroyed does no one care for such a way of life anymore?
15. Adding substantial housing to the north of Holybourne would not only destroy the character of the village, but create a traffic hell and reduced air, quality plus increase

pollution, including noise to the village. Where will the road access come into Holybourne?
No sign on any of the plans.

16. Stop Holybourne overcrowding.

17. Keep Holybourne's identity intact, new building to such a proposed a huge extent will destroy it.

18. Building to the Northwest above Holybourne will profoundly affect the landscape as up on the highest points above the town. It also creates a sprawl into completely greenfield sites (Currently no industrial land as there is to the south).

19. The potential site at the Holybourne garage, which looks to be Town & Country cars may be reasonable and makes sense. It would fit with existing residential areas and not significantly alter the structure and composition of Holybourne as a village.

20. The proposed development to the north of Holybourne is huge. It will ruin a lovely village and cause a massive loss of quality of life, potentially being very dangerous with all of the increased traffic in a small village. There will also be a reduction in health and easy access to open space which is more important for the physical health, as well as mental health.

21. Protect Holybourne village by stopping any thoughts of house building there.

22. Conservation areas are sacrosanct, but building in Holybourne still being considered.

23. Development to the north of Holybourne would mean the character of the village would be lost.

24. Holybourne is an ancient Roman sight and should be celebrated. As such. There isn't the infrastructure to support 1200 new homes development on such a large scale would destroy local nature, including wildlife and green spaces. It will affect the nature of the village emerges entirely with ALTON to become a suburb..

25. Save Holybourne.

26. The area to the north of Holybourne retains water has a natural spring and soaks up rainwater from the surrounding uplands scenario at high risk of ground flooding. What happened to this natural process when it is devastated by concrete, do we want to lose the valuable resource into days water management prices?

27. Holybourne is a conservation area with a historic centre, and it must not see any further development.

28. Holybourne needs to allow access to cyclist walkers without extra cars, driving through, especially narrow lanes such as High Woods Lane and Church Lane.

29. The proposed site in Holybourne could expand the village to twice or more of the current size and population. This would greatly impact the character of the village and communities, perhaps smaller pockets, and each of the proposed areas around Alton could be considered.

30. Building on the sports field in Holybourne would rip the heart out of the village. The village needs a 20 mile an hour speed limit now and a slip road off the A31. Development should continue on sites already started first like new Odiham Road and top of Wooteys.

31. Holybourne has too much flooding without more roads and housing.

32. The 600 households who chosen to live in Holybourne have done so because it is a small village surrounded by countryside. Any further development will massively change this and reduce the quality of their life.

33. No more development of houses needed in Holybourne infrastructure could not supported.

34. In East Hampshire District Council Boundary area there are many brownfield sites and sites with less impact on peoples well-being conservation traffic and infrastructure than in

Holybourne. We need to keep areas that are frequently used and enjoyed and develop those that are not.

35. Concerning possible Holybourne development, no immediate medical facility. No parking facility other than main London Road which is constantly partially blocked and restricted by continuous lines of parked cars. Limited traffic to a single carriageway road with (hopefully) passing places.

36. Concerning development north of Holybourne. London Road is narrow and not suitable for huge influx of traffic. Run-off from the hills already caught is flooding. Allowing development tarmac would make this significantly worse. Doctors, you already have to wait weeks for an appointment. The situation would be untenable with a huge influx of people.

37. Is the English Heritage Roman site behind the cricket field in Holybourne included in the development area.

38. I live in Holybourne and I love to just look out of my window and see all of the farmland growing. Do not spoil it.

39. I live in Holybourne. The village will not be able to cope with a huge area of proposed development to the north. The village is gridlocked during the school run. There is no off-road parking in the village. Where will all the new pupils from the development go to school and how will they get there?

40. Holybourne is a safe place to live, and the village community. By overdeveloping it becomes accommodation with all of the attendant problems and dangerous. Massive influx of extra residents would bring mixed housing as proposed. It would destroy the unique nature of the village and change it into any old town.

41. Such a large development to the north of Holybourne were totally submerged. Holybourne village in the village would lose its character and become a much less desirable place to live.

42. Increases of housing by vast quantities, where roadways are restricted by current buildings are dangerous. They cannot cope with additional increase in traffic at Holybourne, Old Odiham Road etc.

43. To develop the site to the north of Holybourne, would more than double the size of the village. This is horrific. Development will cause run-off of water from Holybourne downhill and flooding. Sewage works won't cope and through traffic on London Road will be chaos.

44. Concerning Holybourne development to the north. Countryside and sustainability issues with new development which is counterproductive. Use far more Brownfield sites. Well-being and soul of the village will be removed forever. Mindfulness well-being is paramount. Now Downland view should be protected. Unique and beautiful to all the ALTON residents. The park is a triumph for ALTON and ALTON range. Sense of space and horizon, open to admire and enjoyed by thousands each year.

45. Holybourne has not got the infrastructure and amenities for a large development to the north. Holybourne as a traffic and parking problem. The area proposed to the north is rural countryside and should be maintained.

46. Concerning development to the north of Holybourne with 1200 new properties in this is tantamount to a whole new town. We must protect the village ambience of Holybourne and stop this planning madness.

47. Even if access to the new development on the field North of Holybourne is achieved via the A31 all the new inhabitants will surely use London Road to get to schools, surgeries in Alton town centre etc. They will not bother to go all the way back via the A31 Holybourne village cannot absorb all of that extra traffic.

48. Concerning development in Holybourne. Church Lane and Howards Lane cannot safely take any more motor traffic. Where would new housing access the road network safely.
49. Beauty will be the golden fields of corn that wistfully waved in Holybourne. Instead, an extensive conurbation has Crawley caustic suffocation don't build in Holybourne.
50. I have lived in Holybourne since 1976, my grandparents and father also lived in Holybourne and attended Holybourne school. I remained in Holybourne, and raised my children here who both attended the school as do my grandchildren. There has been extended developments in Holybourne over the years and it has grown in size, but it has kept it village feel, with countryside and children's play area which is used greatly. I feel that if they develop the number of houses they plan to then it would take away the feel of our village and the countryside we walk which helps our well-being and is the reason we choose to live here".
51. In Holybourne, the roads are too narrow to take much more transport, too many potholes, especially dangerous for bikes.
52. Who would suggest Brockham Hill to the north of Holybourne small lane used by children going to the schools and Long Sutton no good.
53. Over the years since we moved here in Holybourne, almost every available infill side has been developed and I think we have done a bit. I think the least damaging side is to affect on the built environment is the rectangle opposite the church at the end of Harwood Lane.
54. The huge proposed Holybourne development will destroy the character of the village.
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55. Development at height, such as adjacent to the Old Odiham Road Residents to forties, would significantly change the landscape and feel within the Alton bowl of wooded hills development. North-east of Holybourne has insufficient access either from the south through the village or from the east of the A31 or the west from Gilbert White.
56. Concerning development north of Holybourne - local historic area Roman field. Many listed buildings of Holybourne need to be protected. Development should be should be proportionate to to allow Holybourne to remain a village and retain its character in history.
57. In Holybourne, the proposals are ridiculous. The roads are far too narrow to accommodate an increase in traffic so how would access be sorted out development of this size would require more schools, GP surgeries and other facilities. This area is very popular with walkers do the developers realise that the proposals cover part of Saint Swithun's way and LDP rather public footpath around here to which should not be ploughed up.
58. Suggested development and Holybourne appears to double the existing area of the village. If you take into account the development of Holybourne since 1994. This latest proposal would be 3/4 of March again. This is not sustainable with existing traffic.
59. Concerning further development in Holybourne. It is hard enough to get in or out of the village as it is increasing traffic in a small village will make it horrendous bin lorries et cetera have real problems getting through.
60. The main road through Holybourne is already busy at peak school times so the village wouldn't cope with 500 more houses equating to probably two cars per household equals an extra thousand cars.
61. The site to the north of Holybourne would massively change an unbalance the village.
62. Overdevelopment in Holybourne would ruin the character of the village. London Road is already congested extra provision would be required for security and policing transport and health services. These are already overstretched.

63. Holybourne has doubled its housing in the last 20 years, put housing on the down, and it becomes subsumed into Alton. Alton Town Council is deflecting their needs onto a neighbouring village.

64. How much Lane Holybourne floods by the church when it rains due to run-off is the filter built over this problem will be made worse.

65. The character of the village of Holybourne will be lost if developed to the North. Holybourne chosen for its peace, quiet and safety, do not develop.

66. The proposed development to the north-east of Holybourne plan constitutes an over development. Infrastructure is insufficient to support the volume of development. Return to pre-war bypass through village would lead to congestion with inherent health risks.

67. Comments on proposed Holybourne Village development to the north:

- a. No access - massive impact on countryside.
- b. Village is not Alton town
- c. Change to nature of countryside and village.
- d. Ecological damage.
- e. Primary school already full - inadequate facilities.
- f. Massively out of character.
- g. Would be hugely opposed by the village - land owners are motivated by pure greed.
- h. Holybourne road already busy.
- i. We will execute a study to highlight overall environmental and social impact.
- j. No public transport.
- k. Traffic will ultimately run through Holybourne.

68. Development near Holybourne church will put much pressure on Howard's Lane and Church Lane both have severe access problems onto London Road.

69. Holybourne would be overwhelmed if developed in the village will become just another heartless suburb.

70. Holybourne will no longer be a village. It has doubled in size since we moved into the village. The roads cannot cope with all the traffic in car parking on the road is as it is it is a ridiculous idea to develop to the north..

71. Holybourne Church Lane/Howard Lane is already used as a rat run to Basingstoke. It's also used by many walkers and runners. It is an accident waiting to happen. More cars would make it very dangerous turning onto London. Road is challenging now near misses a regular.

72. Holybourne Church Lane and Howard's Lane are in the conservation area. The roads cannot be straightened or improved without damaging the nature of the conservation zone.