

LAND NORTH OF STREETWAY ROAD & LAND NORTH OF HILL VIEW FARM

PALESTINE, GRATELEY

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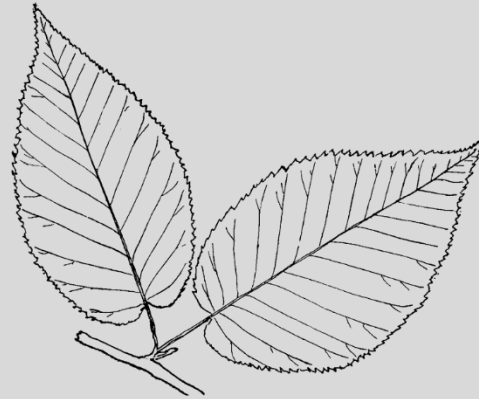
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1.0 INTRODUCTION

1.1 VISION

Growing Grateley

The proposal for the sites will seek to **deliver a legacy** that can bring benefit to all, complementing the existing lively and community-minded village and 'Growing Grateley' in a sustainable way. **High-quality developments** could be created that provide a range of facilities for everyday life on the doorstep, **with accessible sustainable connections** via bus and rail networks to key local and national destinations. **A well-designed** framework will shape the development proposals, promoting **a healthy and cohesive community** that has easy access to quality areas of open space of varying types and sizes.

OUR KEY VISION OBJECTIVES FOR STREETWAY ROAD & HILL VIEW FARM ARE SET OUT BELOW:

- Use the opportunity of the Local Plan to plan positively for new community facilities to rectify a historic shortfall at Grateley.
- Recognition and promotion of the sustainable location of the area, with facilities accessible via local road, rail, and bus links, and within walking and cycling distance – promoting healthy living.
- Promotion of a high-quality environment and standard of living, which considers the needs of present and future generations.
- Delivery of housing to meet local needs, including affordable housing, a mix of housing types and sizes.
- Capitalise on the wealth of existing green infrastructure, providing a multi-functional network of green spaces that is easily accessible to all and improves ecological habitats and biodiversity.
- Provide recreation opportunities throughout the site, including the potential provision of onsite LAP, LEAP & MUGA integrated through well-defined open space for all to utilise.
- Provision of community facilities such as a multiuse hall which could be used as a meeting space, sport provision, nursery and much more.
- Use best practice urban design principles to guide the creation of a safe, legible, and vibrant new community.



1.2 STATEMENT

This statement has been prepared on behalf of Drew Smith by A2 – Architecture & Development and Savills Planning in response to the Regulation 18 Stage 1 public consultation exercise which will inform the preparation of the new Test Valley Local Plan 2040.

It sets out a deliverable strategy for providing a range of new homes alongside community assets across two sites in a sustainable and accessible location with no significant environmental or technical constraints.

For the purpose of the document both sites have been presented in one document, to express our comprehensive vision for 'Growing Grateley'. These are labelled as Site A and Site B, for definitive purposes their full address are as followed:

SITE A: Land North of Streetway Road, Grateley, SP11 7EH

SITE B: Land North of Hill View Farm, Wallop Road, Grateley, SP11 7EB



This vision document should be read in conjunction with:

REPRESENTATIONS STATEMENT (Savills Planning), which sets out specific commentary on the draft Local Plan document itself. Drew Smith broadly supports the overarching principles in the consultation document. However, we believe certain aspects of the Spatial Strategy are weak, potentially leading to a less sustainable pattern of development.

COMBINED MASTERPLAN, which demonstrates the combined benefits, logic, and synergy in allocating both of the sites. **PAGE 46**

We set out a positive combined strategy whereby a moderate amount of residential-led growth at Grateley enables provision of some key community facilities and contributes directly to the plan's aims for sustainable development. Specifically, this includes;

- Aim of providing access to good quality homes and seeking to boost supply
- Provision of much needed affordable housing to meet local housing need
- Directing development to the most sustainable and least environmentally constrained locations
- Distinguishing different housing requirements for different parts of the Borough (north, south, urban and rural), and planning positively for each
- Supporting the delivery of new infrastructure
- Developing the sense of identity in the communities of the Borough
- Sustaining vibrant rural communities
- Countering climate change through good design



Drew Smith is a Hampshire based regional housebuilder that has been established for more than 30 years. It has maintained an innovative and dynamic approach to optimising the potential for the delivery of high-quality homes with a positive reputation for creating well designed and attractive places to live.

As a part of Vistry Partnerships, it now has the backing of a leading regeneration and partnerships business that shares in its values of passion, integrity, and collaboration. Operating underneath its parent company Vistry Group, Drew Smith is part of a 5* housebuilding business that was presented with the large housebuilder of the year award in 2021.

As a 'partnerships' business, Drew Smith prides itself on collaborative working, endorsed by their strategic partner status with Homes England. They work positively and proactively with local residents, councils, and other stakeholders to drive quality design, making a positive contribution to the locality that surrounding communities and future residents can be proud of.

Drew Smith specialises in providing exceptional new homes and are passionate about the creation of better places for people to live. With a strong emphasis on design, sustainability and build quality, its new homes make a positive and long-lasting impact to both new and existing communities.

1.3 DREW SMITH HOMES

Drew Smith has extensive experience of delivering homes within the region taking sites through the Local Plan and Planning Application processes before constructing high quality homes and establishing sustainable and thriving communities. Through their collaborative approach and commitment to affordable housing they work closely with trusted Housing Association partners to develop sustainable new communities which bring forward an appropriate balance and mix of tenures through various delivery models.

Some recent examples include Pembers Hill Park in Fair Oak, a project currently being delivered in Joint Venture Partnership with Eastleigh Borough Council. The development will see the delivery of 244 mixed tenure homes with 97 of the homes being delivered as Affordable Housing for trusted partner Abri.

Drew Smith's site at Kingsworthy, Winchester saw the delivery of 55 new homes provided in partnership with Hyde Housing and Winchester City Council. All of these homes were provided as mixed tenure affordable housing as an edge of settlement development.

Drew Smith also has experience of delivering affordable housing in Test Valley Borough Council. Especially relevant is its partnership with Hyde Housing to deliver 6 affordable homes at Streetway Close in Palestine itself immediately adjacent to the land north of Streetway Road.

SUMMER LANE, PAGHAM
90 HOMES



PEMBERS HILL PARK, FAIR OAK
244 HOMES



KINGS WORTHY, WINCHESTER
55 HOMES



CARNIVAL GARDENS, FAIR OAK



PEMBERS HILL PARK, FAIR OAK

ST LEONARDS, RINGWOOD



SUMMER LANE, PAGHAM

1.4 SITE LOCATION

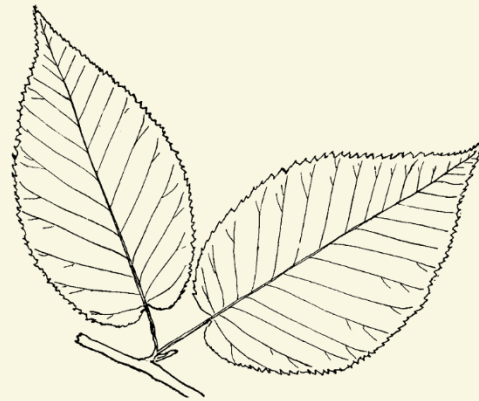
Both sites are located at Palestine and Grateley Station, which forms part of the village of Grateley, approximately 7 miles southwest of Andover, Hampshire, and falls within north western Test Valley.

South Western Railway operates an hourly service between London Waterloo and Salisbury stopping at Grateley. Andover and Salisbury are short 7 minute and 15 minute journeys by train respectively.

Land North of Streetway Road (Site A) is rectangular in shape and is clearly defined by developed features on all sides including Streetway Road to the south, Streetway Close to the east, the railway line to the north, and a lane to the west. The site is accessed from Streetway Road, which leads directly to the B3084 and Grateley Railway Station.

Land North of Hill View Farm (Site B) is triangular in shape and is largely enclosed by existing development. To the southwest it adjoins properties on Cholderton Road, comprising mainly of 2-storey detached dwellings of late-20th century origin. To the north is row of railway cottages dating from around the early 1900s. To the east the site is adjoined by agricultural land, beyond which is a substantial depot operated by CA Stevens, which incorporates bulk storage and haulage, aggregates, and inert waste recycling. Grateley Railway Station is directly adjacent to the site to the north. The Hill View Farm site is accessed from Old Stockbridge Road and Cholderton Road. Both roads are part of the B3084, which connects to the A343 and A303.





2.0 PLANNING

2.1 STRATEGIC CASE FOR THE DEVELOPMENT

The present draft approach to the Local Plan identifies Grateley as a 'Tier 4' settlement, the lowest category above countryside, which carries the implication of very limited development over the plan period. However, Grateley is an ideal location for sustainable growth contributing towards the overall requirements of Test Valley Borough, because:

1. Grateley is largely unaffected by statutory and non-statutory constraints (including in respect of landscape, heritage, ecology, and flood risk). In these respects, it is a significantly less sensitive location than much of the Borough, including most of the settlements in higher 'tiers'.
2. Uniquely in Test Valley, Grateley has access to a mainline railway station with convenient services to Andover, London, Salisbury, and beyond. It also has good bus services and excellent access to the local and strategic highway network.
3. In combination Grateley with Palestine has a substantial existing population, similar to several of the settlements identified as 'Tier 3' and 'Tier 2'. Whilst the shop in Grateley has closed, the village sustains a significant base of other services and facilities.

Further housing in this location will assist in overcoming the current challenges of lack of housing supply, and affordability. Further sustainable growth will ensure that Grateley remains a vibrant community, retaining existing services and facilities that are needed and have been lost in recent years, such as the local shop, can then return to the village.



2.2 LOCAL PLAN CONTEXT

Test Valley's development plan comprises the Revised Local Plan DPD 2011 – 2029, which was adopted in January 2016. This was subject to a review process in 2021, but this led to no updates or changes. Grateley village does not currently have a neighbourhood plan, and to our knowledge, no new affordable housing has been delivered in the village in circa 10 years, since the completion of Streetway Close.

The implications of this are an acute affordability issue in the area with an increasingly growing local housing need. The sites presented in this document create the opportunity to consider addressing this issue with the provision of much needed new housing and affordable housing.

We therefore believe it is critical that the TVBC's timescales for the full review are adhered to, with adoption of the new plan not being further delayed beyond 2025. By that stage, 9 years will have elapsed since the adoption of the extant plan in 2016.

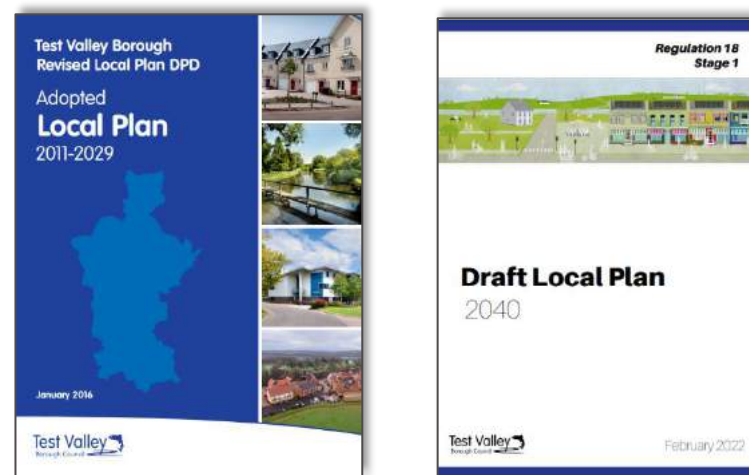
Test Valley Borough Council is currently consulting on a new local plan extending to 2040. This will replace the existing Local Plan and introduce new allocations of housing across the two housing market areas – Southern Test Valley and Northern Test Valley. Based on its current evidence, the Council estimates that a minimum 10,820 dwellings will be required from 2020 to 2040, including 6,167 dwellings in Northern Test Valley HMA, equating to at least 3,505 dwellings after factoring in completions, commitments, and windfall. Broadly, as set out in the accompanying representations statement, Drew Smith is supportive of this approach.

2.3 PLANNING STRATEGY

As set out in the 2021 Strategic Housing and Employment Land Availability Assessment (SHELAA), the sites (SHELAA reference 386 & 387) are available immediately, being promoted by a housebuilder with support from the landowner, and development could commence within the next five years.

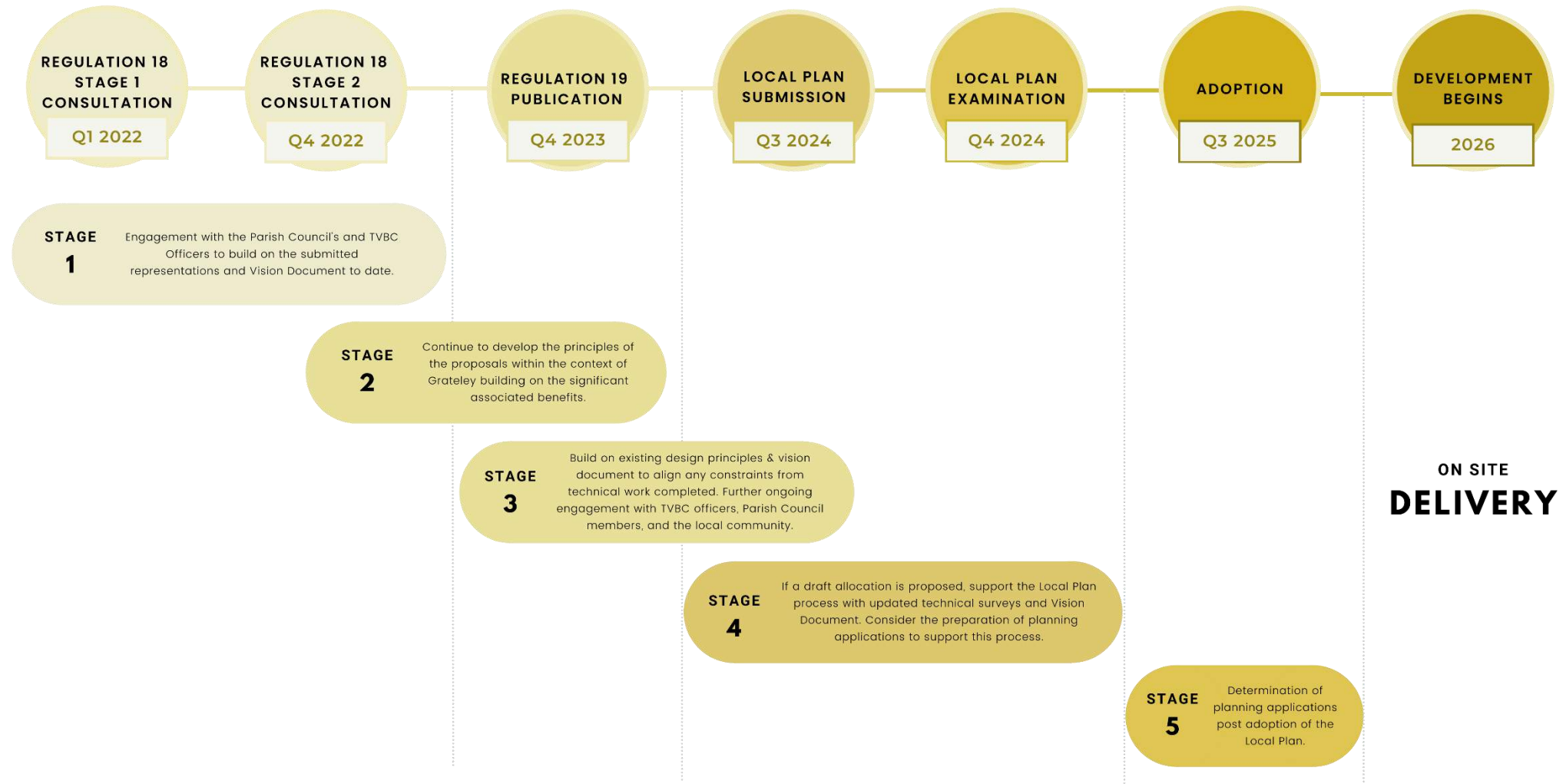
The initial capacity and design assessment, undertaken by A2 – Architecture & Development Ltd, as set out in this document, shows that **Site A:** can deliver circa 115 dwellings, whilst also providing community hall, MUGA and other local facilities and **Site B:** can provide circa 45 dwellings. Alongside providing much needed housing, we demonstrate how we are retaining and enhancing perimeter trees and hedgerows, ensuring the scheme is in keeping with the existing built-up area and is respectful of the surrounding countryside. These proposals have been designed in conjunction with one another and show the overall benefit that can be delivered for Grateley.

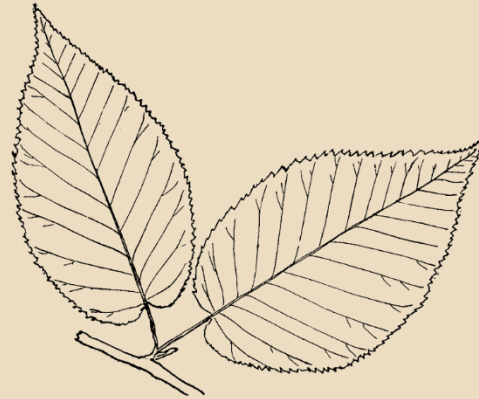
As well as engaging with Test Valley Borough Council and other statutory bodies, Drew Smith will work positively with Grateley Parish Council, Over Wallop Parish Council and the local community to configure a scheme which will maximise the potential benefits to the village before progressing towards any planning application.



2.4 TIMESCALE

If TVBC is minded to allocate the sites, we envisage a tandem strategy whereby Drew Smith works towards the submission of a planning application in parallel with the later stages of the Local Plan process. This strategy can bring benefits for TVBC such as demonstrating deliverability and early housing completions from a key allocated site. If the site is selected as an allocation we would provisionally foresee an application being made in 2024, considered in parallel with the Local Plan Examination, and determined in 2025 as the Local Plan draws to the adoption stage. This would in turn lead to the first occupations of homes in 2026.





3.0 SITE & CONTEXT

3.1 LOCAL SETTING

Grateley is a village and civil parish in the north west of Hampshire, England. The village is divided into two distinct settlements, 0.75 miles apart: the old village and a newer settlement built around the railway station on the West of England Main Line. The hamlet of Palestine adjoins the railway station settlement and although to the south of Streetway Road it is located in the civil parish of Over Wallop.

Grateley lies just to the south of the prehistoric hill fort of Quarley Hill. The parish covers 1,551 acres. The village has a pub, a thirteenth-century church dedicated to St Leonard, a primary school, a school for children with Asperger Syndrome, a railway station, a small business park, a golf driving range, and is surrounded by farmland with ancient footpaths and public rights of way.

The site has immediate access to a regular rail service that provides excellent links to London, as well as opportunities for short and direct, sustainable commutes to Andover, Salisbury, and other major towns such as Basingstoke and Woking. Stagecoach also operates a bus service (bus route 5) Monday to Fridays, stopping at Grateley Station.

There is also an existing play area, Locke Close, very close to the site. Over Wallop village shop and post office is only 10-minute cycle ride from the site and Wallop Primary School is 7 minutes' drive.



HAMPSHIRE BOUNDARY





THE PLOUGH INN

OPEN
11.30 - 10.00
Daily from 11.30 to 10.00
Sundays 12.00 - 10.00
Bookings from 14 days in advance

FREE
Car Parking
All Day
Bar & Kitchen

Food Served
from 12.00 to 10.00
Sundays 12.00 - 10.00



MONXTON & GRATELEY
GOLF CENTRE

MONXTON ROAD

OPEN
SPACE

BUS
STOP

ST LEONARD'S
CHURCH

THE PLOUGH
INN

THE PLOUGH
INN PLAYGROUND

GRATELEY
PRIMARY SCHOOL

GRATELEY
HOUSE SCHOOL

GRATELEY WAR
MEMORIAL HALL

7 MINUTES
TRAIN JOURNEY
TO ANDOVER

STATION ROAD

CA STEVENS & SONS
DEPOT

GRATELEY
TRAIN STATION

GRATELEY
BUSINESS
PARK

BUS
STOP

15 MINUTES
TRAIN JOURNEY
TO SALISBURY

SITE B: LAND
NORTH OF HILL
VIEW FARM

B3084

OPEN
SPACE

LOCKE
CLOSE PLAY
AREA

BUS
STOP

SITE A: LAND
NORTH OF
STREETWAY ROAD

STREETWAY ROAD

WALLOP ROAD

OLD STOCKBRIDGE ROAD

POND LANE

MOUNT HERMON ROAD

3.2 SITE A: LAND NORTH OF STREETWAY

The site comprises of a single rectangular field of grassland, circa 4.33 hectares. The site is contained by a mature tree screen along its northern boundary, with a railway line running east to west beyond the tree line; existing houses on Streetway Close and Campbell Close to the east; and to the west Mount Hermon Road beyond which are open agricultural fields. To the south is Streetway Road fronted by existing residential properties.

The residential development on the southern side of Streetway Road, comprises a range of one and two storey dwellings, bungalows, and detached properties, of varying styles and materials comprising brick, tile hanging and black timber weatherboarding. Landscaped front garden areas are set back from the highway.

There is an existing footway to the east of the site off Streetway close. This has the potential to be extended along the site frontage to connect with the site providing a continuous pedestrian link between the site, the station and local bus services.

The site is located within walking distance of Grateley station which is located approximately 500m to the east.



3.2.1 SITE CONTEXT

Alongside is a selection of images taken on one of our site visits which display the surrounding views to the neighbouring boundaries of the site in question.



VIEW - 1



VIEW - 2



VIEW - 3



VIEW - 4



VIEW - 5

VIEW - 6

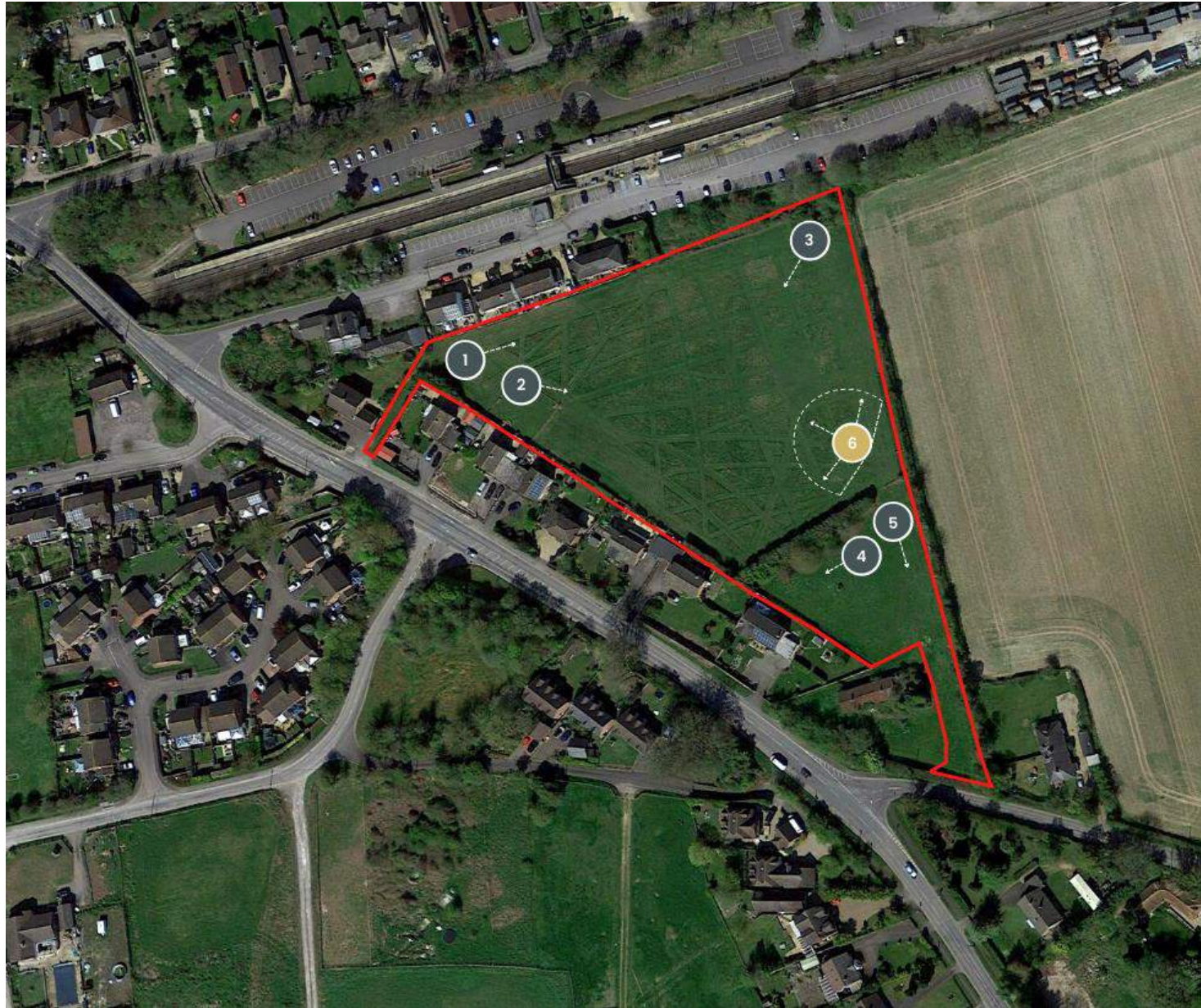


3.3 SITE B: LAND NORTH OF HILL VIEW FARM

The site is contained by built development along its northern and south western boundaries. Grateley Station and the railway car park off Station Approach are also located to the north of the site. To the east the site is bounded by existing mature hedgerows and an open agricultural field beyond the boundary.

The existing residential development along the B3084 and Station Approach that surround the site comprises predominately of two storey semi-detached and detached properties, with varying materials comprising brick, tile hanging and black timber weatherboarding. Landscaped front garden areas are set back from the B3084 highway whilst properties fronting Grateley Station have a closer more intimate relationship with Station Approach.

The site is an approximate 200m walk from Grateley station via the proposed footpath.



3.3.1 SITE CONTEXT

Alongside is a selection of images taken on one of our site visits which display the surrounding views to the neighbouring boundaries of the site in question.



VIEW - 1



VIEW - 2



VIEW - 3



VIEW - 4



VIEW - 5



VIEW - 6

3.4 LOCAL CHARACTER

The character and form of the proposed development should be responsive to its surroundings. An analysis of existing local development and its form will generate key character drivers, providing references to inform the development proposals.

Grateley comprises a varied character, ranging from the more formal and urban character of historic linear development in the core of Palestine, to the more rural and semi-formal character at the historic heart of Grateley with post-war housing surrounding the centre. Recent residential development along Streetway Road comprises a more formal structure with a traditional character present.

LAYOUT STRUCTURE

- General use of linear development lines
- Common use of closes, cul-de-sacs, and mews
- Deep frontages which also allow for vehicular parking
- Predominantly low to medium density perimeter block development
- Proportional garden depths for scale of dwellings
- Open space/play space within walking distance
- New development adjacent to the site is well connected in terms of internal vehicular movement routes, which aids the creation of a legible and permeable layout



HAWTHORNE CLOSE



LOCKE CLOSE



LAWRENCE HOUSES

BUILT / PLOT FORM

- Generally large detached or semi-detached houses set within generous plots
- The repetitive arrangement of plots create rhythm along the street scene and further emphasise a suburban character
- Plots tend to have deep frontages and follow a continuous building line
- Dwellings tend to be 2 storey with some use of single storey development.
- Terraced and semi-detached units are common in areas. They comprise a more formal character, with the use of narrower plot widths and smaller frontages

WEEDON VALE – STREETWAY ROAD



BRAMBLE BANK – STREETWAY ROAD

HIGHVIEW HOUSE – MOUNT HERMON ROAD



WEEDON VALE – STREETWAY ROAD

CLJETUS COTTAGE – STREETWAY ROAD



SOTO HOUSE – OLD STOCKBRIDGE ROAD

CAR PARKING

- Parking is predominantly provided on plot in private driveways
- Visitor parking is not delineated however, the adequate street width allows for informal visitor parking on street. This appears to aid traffic calming, creating elements of deflection and thus, reducing vehicle speeds.
- Visitor spaces within modern developments, such as Streetway Close



OPEN SPACE

- Formal play space provision via Locke Close Play Area
- Open spaces located between Streetway Road and Wallop Road
- Formal play space located nearby the Plough Inn

DETAILS & MATERIALS

- Private frontages generally accommodate mature planting and larger verges, aiding the creation of a settlement edge character.
- The consistent use of materials with variation in the style of dwelling and architectural detailing creates a more informal character through the settlement.
- Regular plot width, bay windows and evenly spaced openings to boundary treatments enhance character of the streets, and help create a distinctive identity

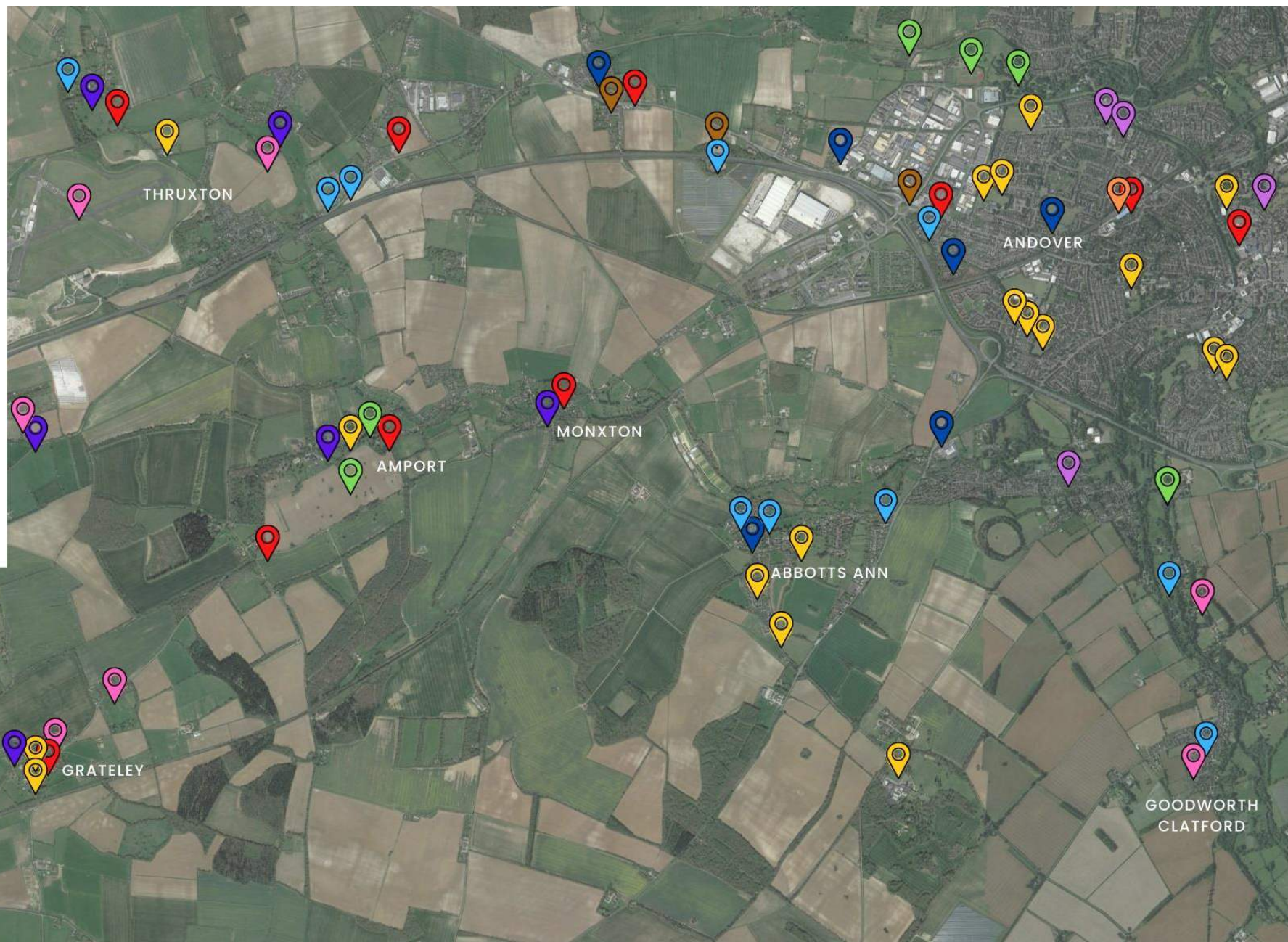


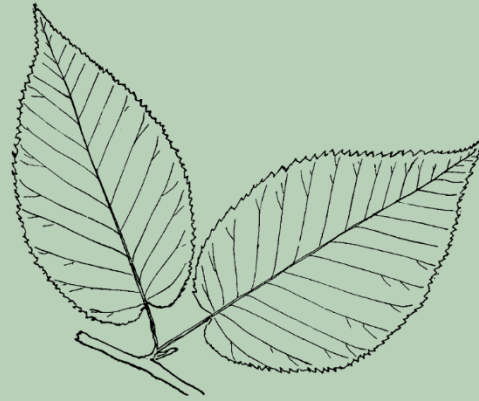
3.5 SURROUNDING AREA

As well as having access to open space, the facilities and service immediately available in Palestine and Grateley, the sites are ideally positioned within close proximity to Grateley train station, which provides access within 7 minutes directly into central Andover and nearby facilities; this again demonstrates that the sites are in a sustainable location.

KEY

-  SCHOOL
-  BUS STATION / STOP
-  MEDICAL
-  PETROL STATION
-  RESTAURANT
-  PLACE OF WORSHIP
-  SHOP
-  TRAIN STATION
-  PARK / RECREATION
-  LEISURE
-  SITE LOCATIONS





4.0 DESIGN FRAMEWORK

4.1 VISION & PRINCIPLES

Our aim is to build upon the surrounding area context and fulfil the goal of creating a desirable village extension as set out in our earlier Vision statement.

Utilising a layered approach, our sites will intertwine naturally and bring out key characterises of the local area adding a plethora of benefits to the surrounding. We approach the framework with layers in mind, allowing us to respond positively to all aspects.



SITE & SURROUNDINGS



POLICY & PRACTICES



CHARACTER & COMMUNITY



DESIGN & LAYER



4.2 DESIGN PRINCIPLES

To ensure that our masterplan delivers rich and vibrant schemes we approach the process following some key design principles. We begin with a review of the immediate site context to develop and create an understanding of the local area as seen in the previous stage.

Having undertaken a thorough analysis we are then able to integrate nine key design principles to our conceptual development stage which underpin the preparation of the masterplan.



1. QUALITY DESIGN

The majority of existing hedges and trees within the site will be retained and integrated into the design.

The design and layout will be respectful of the existing settlement form and character and create a sustainable village extension. New homes will be delivered to Drew Smith's high quality design standards delivering efficient layouts, generous garden space and meeting the Building for Life principles.



2. LOCALLY DISTINCTIVE

The new development will have a strong coherent architectural theme, which will be derived from the local styles, features such as deep frontages, on plot planting and parking with spacious gardens which can already be observed along Streetway Road.



3. CONNECTED NATURE

A significant proportion of the developments would provide a network of easily accessible green spaces, linked by tree lined streets connecting existing and new residents to new recreation, commercial and community uses. Immediate access to the nearby off-site open space network will also be provided. The scheme will also achieve significant ecological enhancement alongside biodiversity net gain.



4. INFRASTRUCTURE

The proposed developments could deliver on-site and off-site improvements to local infrastructure such as enhancements to existing areas of open space or highway improvements. Provisions could also be made on site towards recreation opportunities through delivery of a Multi-Use Games Area and multi-purpose hall. Provision of a community hub could deliver multiple benefits for community and commercial uses.



5. HEALTHY LIVING

Open spaces, green corridors and private gardens will provide space and opportunity for existing and new residents to enjoy healthy lifestyles. The development will provide a comprehensive and connected network of green spaces with play space and opportunity for recreation accessible by foot and cycle. Opportunities for growing local produce could be explored.



6. TRAVEL CHOICES

There will be a well-connected network of footpaths that link with the existing pedestrian and rights of way network. Promotion of public transport such as trains and buses as well as opportunities for cycling will ensure new residents have access to sustainable travel choices.



7. COMMUNITY PRIDE

Drew Smith is committed to working with the local community to understand what they consider to be important for 'Growing Grateley' and what new facilities and services local people want and would value. The aim is to engage to achieve support for these opportunities in the hope that we can integrate the developments into the existing Palestine and Grateley community.



8. TECHNOLOGY

The use of technology for promoting awareness of community events and lifestyle choices, will be at the heart of the information available to residents. This could be delivered using existing residents' community website and/or social media.



9. LONG TERM MANAGEMENT

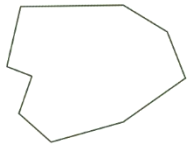
Long term management of high-quality green spaces and public realm for the community.



4.3 DESIGN LAYERS

As we develop the masterplan, we first explore what goes into this, defining the layers of development to ensure that our proposal respects the constraints, opportunities and developed research that we have gathered.

Whilst connecting the proposal to the local area, we also ensure that we are following the principle of designs to create an informed, layered, and cohesive scheme.



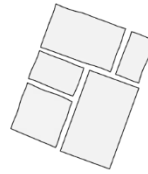
01 EXISTING SITE

Drawing reference from the draft local plan, we have analysed and understood the requirements, constraints and opportunities of the existing site. Once these have been drafted and explored we then begin to form the base of our conceptual scheme.



02 GREEN INFRASTRUCTURE

The secondary layer to our concept is green infrastructure, which begins the formation to creating a landscape led scheme. Achieved via structured landscaping, pockets of green space, designated open spaces, spacious amenities, and embellished frontages.



03 PARCELS

Green infrastructure then informs the parcel structure layout. Parcels are formed to create strong frontages with respectful boundaries. The formation of these parcels not only comply to standard but also follow the narrative of the surrounding area to the scheme.



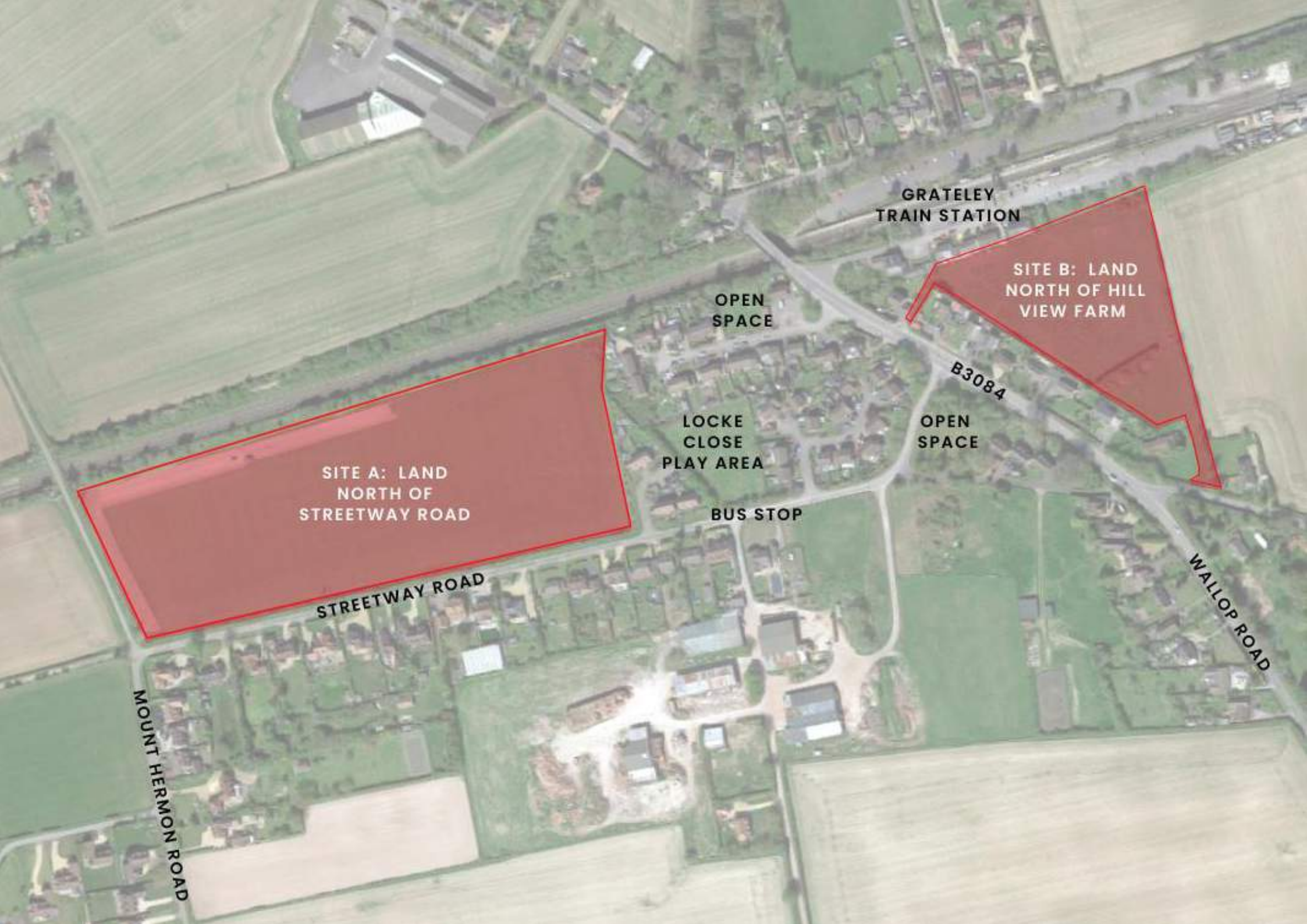
04 ROUTES

Thoughtful consideration to a site's access and movement determines the mapping of primary and secondary roads, through routes and pathways within the scheme, as well as its connection to surrounding highways in the immediate area.



05 SPACES, FRONTAGE & VIEWS

This final layer is key to creating a thriving and sustainable community. Achieved by the thoughtful and purposeful consideration of strong frontages, respectful viewing corridors and creation of energetic and vibrant spaces.



GRATELEY
TRAIN STATION

SITE B: LAND
NORTH OF HILL
VIEW FARM

OPEN
SPACE

LOCKE
CLOSE
PLAY AREA

BUS STOP

OPEN
SPACE

B3084

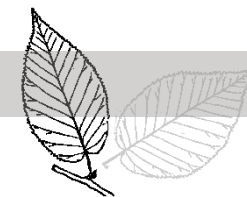
WALLOP ROAD

SITE A: LAND
NORTH OF
STREETWAY ROAD

STREETWAY ROAD

MOUNT HERMON ROAD

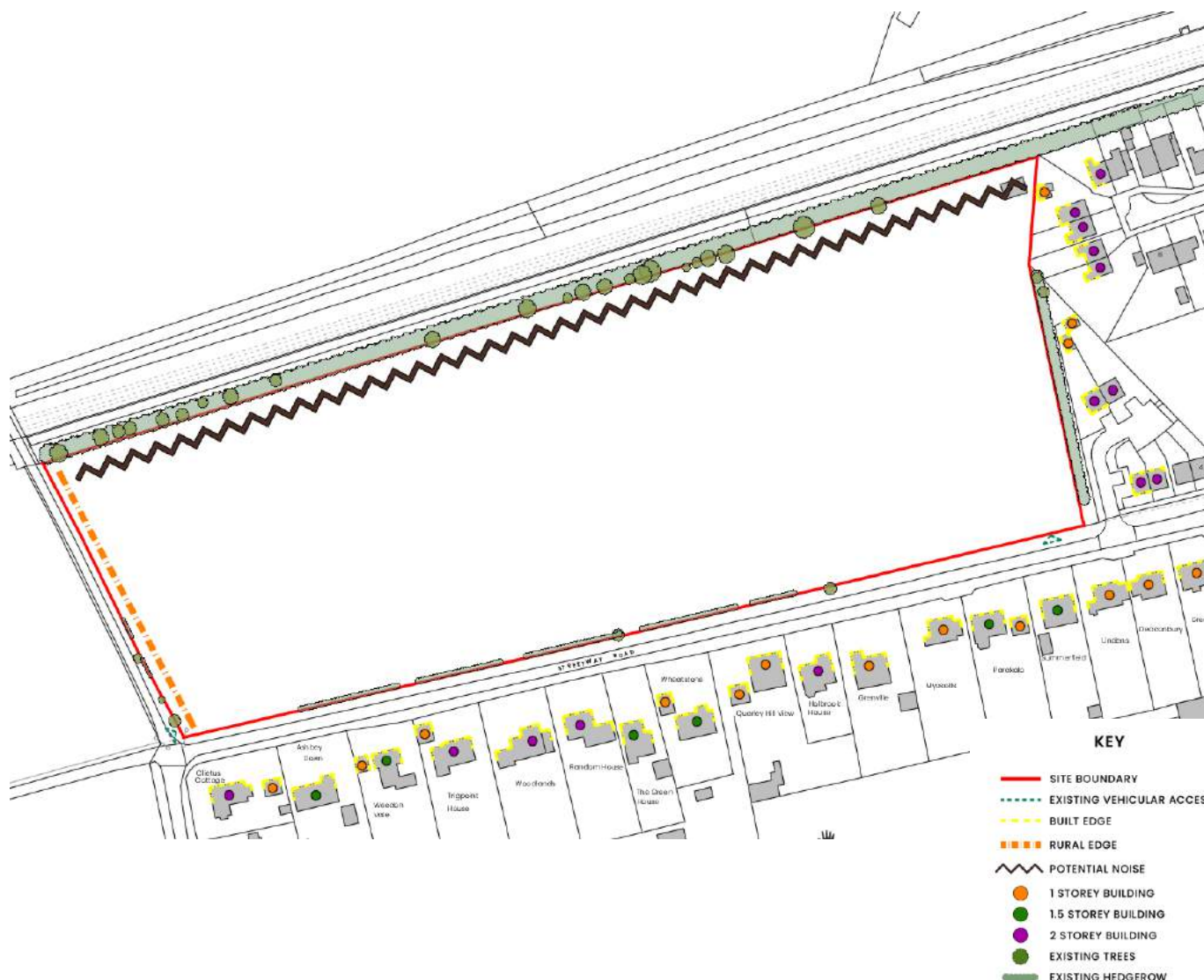
4.4 SITE A: LAND NORTH OF STREETWAY ROAD



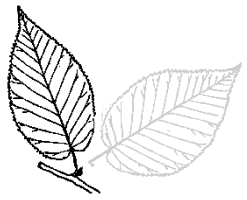
4.4.1 CONSTRAINTS

There are a number of site constraints that have been considered whilst developing our concept masterplan. The design process will be iterative with key site constraints informing the evolution of our development framework.

- Two storey dwellings along the East boundary and two storey dwellings to the south along Streetway Road forming the built edge with potential viewing angle over site. *(distancing, positioning, heights, and window locations in relation to the existing properties have been considered).*
- Site has a gentle gradient from SE to NW boundary with a difference of 4 metres in height
- Potential noise from the railway line along the northern boundary
- Rural edge along western boundary
- Existing vehicular access from Streetway Road
- No pedestrian footpath further then Streetway Close

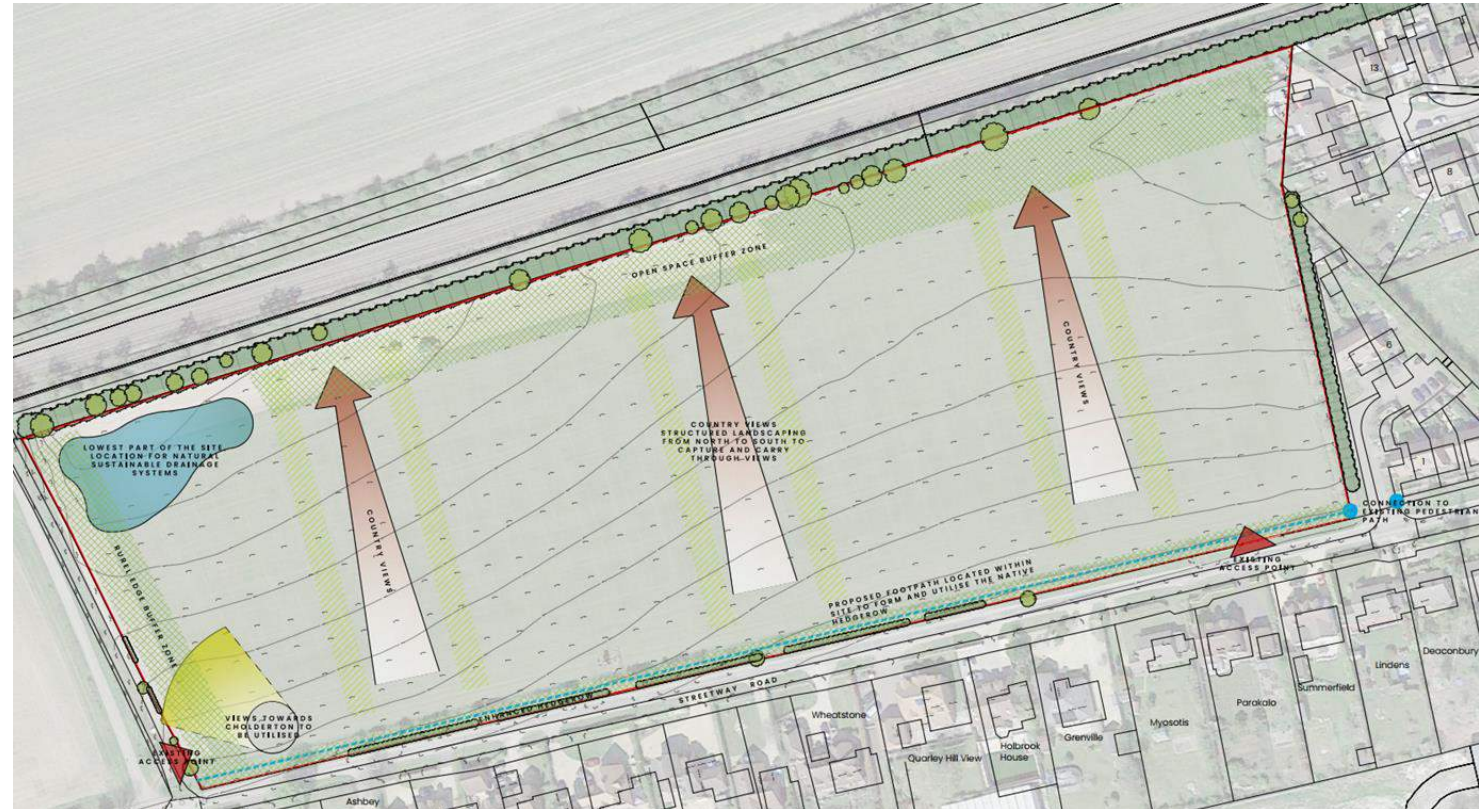


4.4.2 OPPORTUNITIES

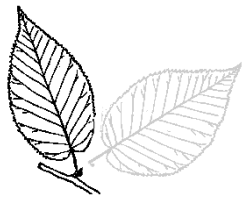


Following our analysis of the constraints a number of site opportunities were identified:

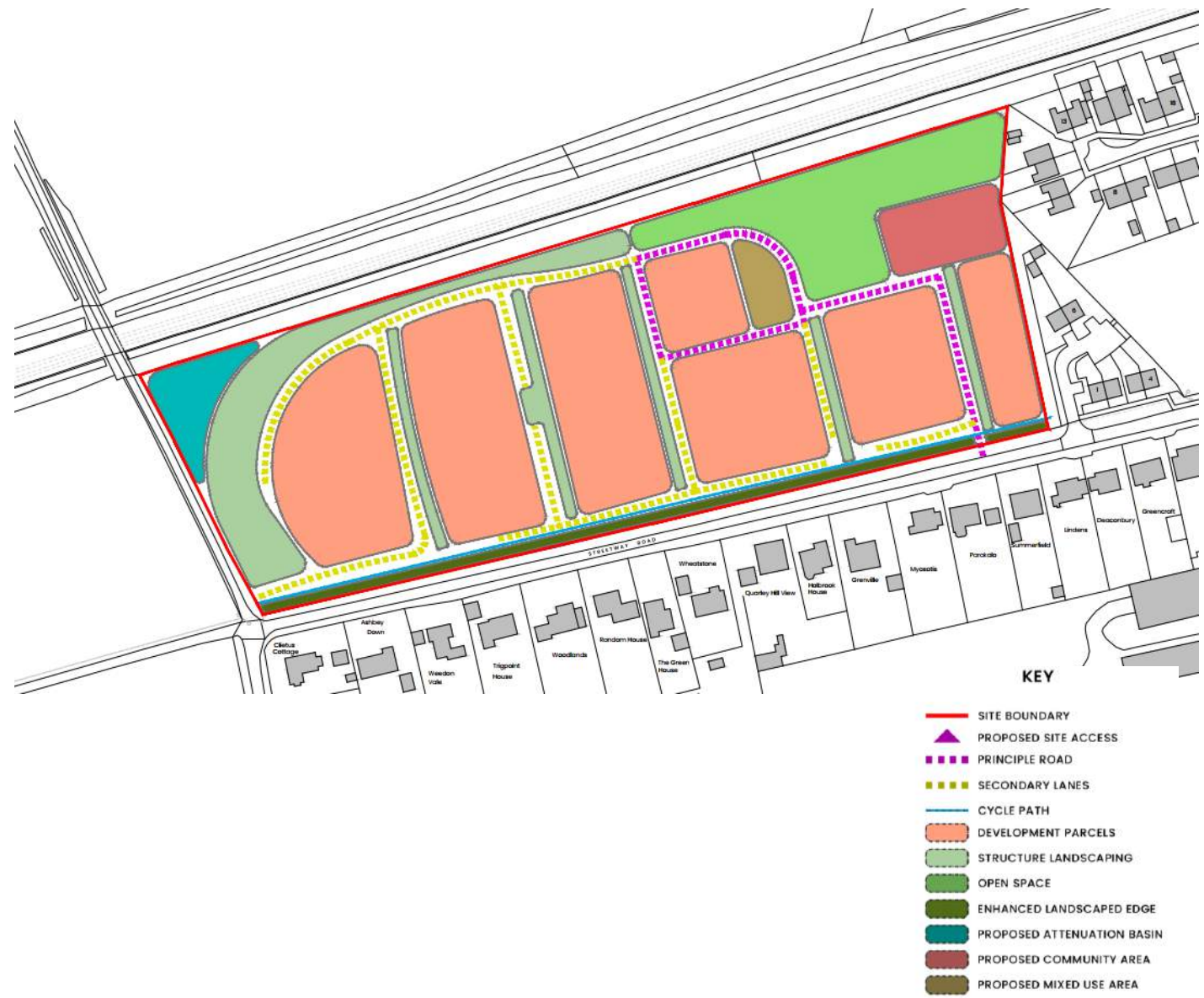
- Structured landscaping throughout the scheme; with tree lined streets and the ability to incorporate views to the north across the site through street alignment.
- Enhanced landscaping edge including a buffer to the western edge to retain views towards the rural bridge over the railway line and countryside beyond.
- Attenuation basin/ Sustainable drainage systems for natural drainage solution utilising the topography of the site.
- Northern boundary landscape buffer zone with supplementary benefits of noise offset and ability for ecological enhancements and biodiversity net gain.
- High-quality development in attractive areas responding and fulfilling the housing needs of the local area.
- Opportunity to provide a landscaped verge along the site frontage with pedestrian and cycle connectivity.



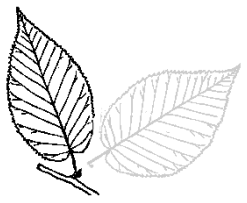
4.4.3 CONCEPT



- Structured landscaping throughout the scheme; with tree lined streets
- Enhanced landscaping edge to all boundaries
- Opportunity to combine green amenity space with water feature as drainage solution
- Road hierarchy allowing for a layered scheme with lower order private drives on the development edge
- Vehicular access to the west of the site for emergency access only
- High-quality development in attractive areas
- Establish well-proportioned development parcels with good aspect perimeter blocks
- Community hub to possibly consist of a range of recreation, commercial and community uses
- Creation of a permeable development creating easy movement through and within for pedestrian and cyclists



4.4.4 MASTERPLAN



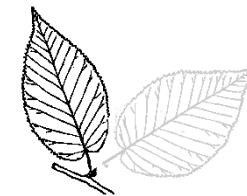
The design strategy for Streetway Road has a layered masterplan which seeks to directly engage with the site's existing features.

For example:

- Ensuring that new high-quality homes are arranged in a manner that respects existing features such as the existing built edges, hedge lines, rural edges and individual mature trees.
- By aligning streets to create vistas to existing mature trees and other landscape elements.
- Utilising rural edge to form a zone of open space that can be enhanced with a nature trail.
- Formation of a block layout and road structure that enables the creation of lanes, courtyards and mews to respect the rural character of the surrounding and form of Palestine and Grateley.



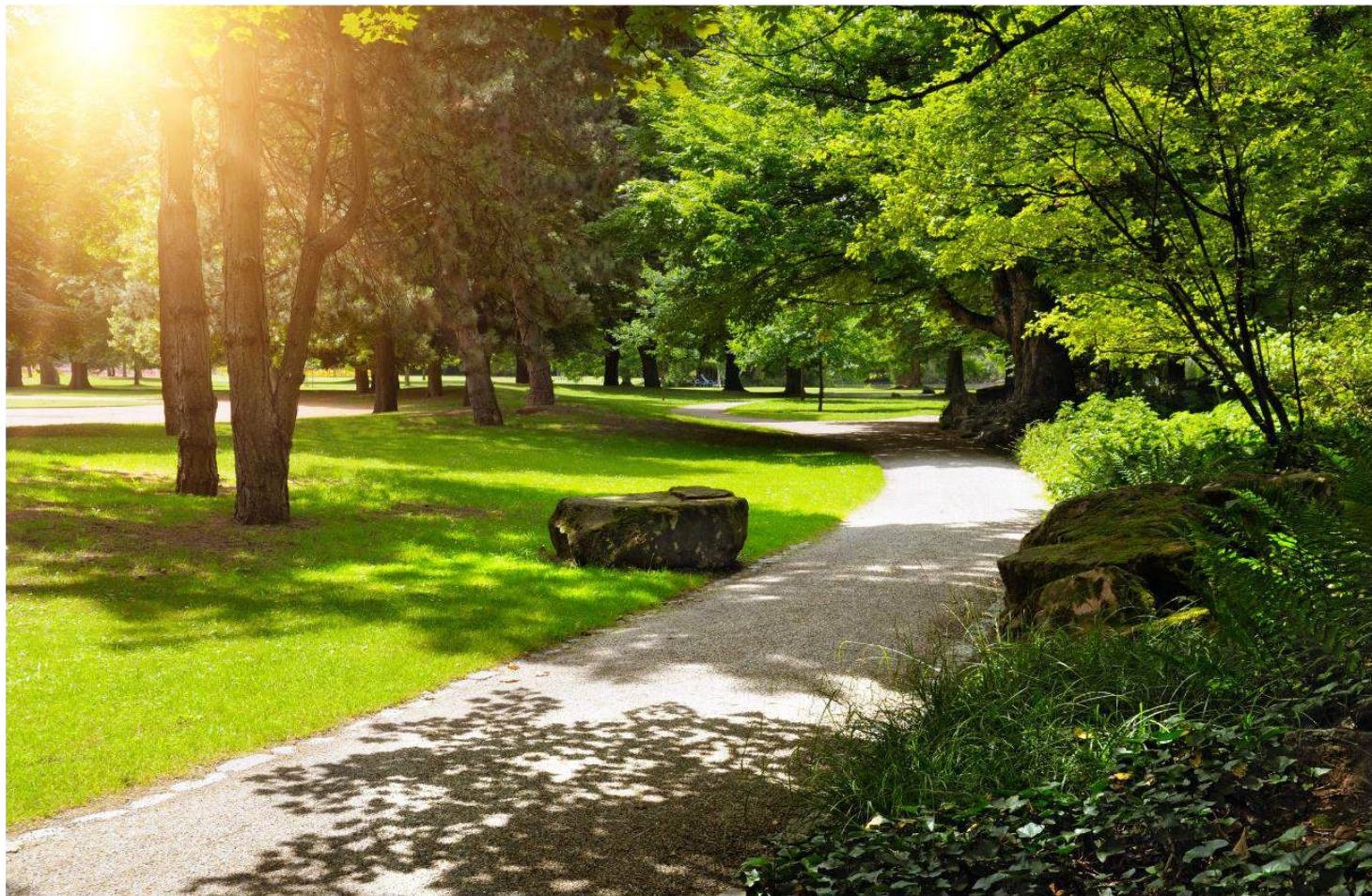
Our key objective is to blend the character of the surroundings whilst also creating a place with identity that responds positively to the existing community. The scheme will be reflective of its locality, and the distinctive natural and built elements of this part of Palestine and Grateley will be woven into the fabric of the scheme. Major open spaces, front and rear gardens, green verges, and pocket communal spaces will be brought together to create tranquillity and beauty. The design of houses, gardens, open spaces, and community facilities will encourage social interaction, at the village and neighbourhood level.



The concept and proposed masterplan for **LAND NORTH OF STREETWAY ROAD** has been informed by the vision and site analysis presented earlier in this document and shows how the proposals can form an exciting and vibrant development that retains important site features.

IN SUMMARY, THE PROPOSALS FOR THE SITE COULD PROVIDE:

- » Provision of much needed housing and **affordable housing** to meet the needs of local people
- » A new community hub with a potential purpose-built multi-use **Community Hall**
- » Potential new Multiple Use Game Area (**M.U.G.A**)
- » Potential new central **shops/commercial units** for local businesses to grow
- » Significant and high-quality areas of **public open space**, including existing tree and hedgerow planting, ecological mitigation measures and sustainable drainage systems
- » Primary point of access via a new priority junction onto Streetway Road with **pedestrian footpaths** brought into the site to create and maintain the green verge

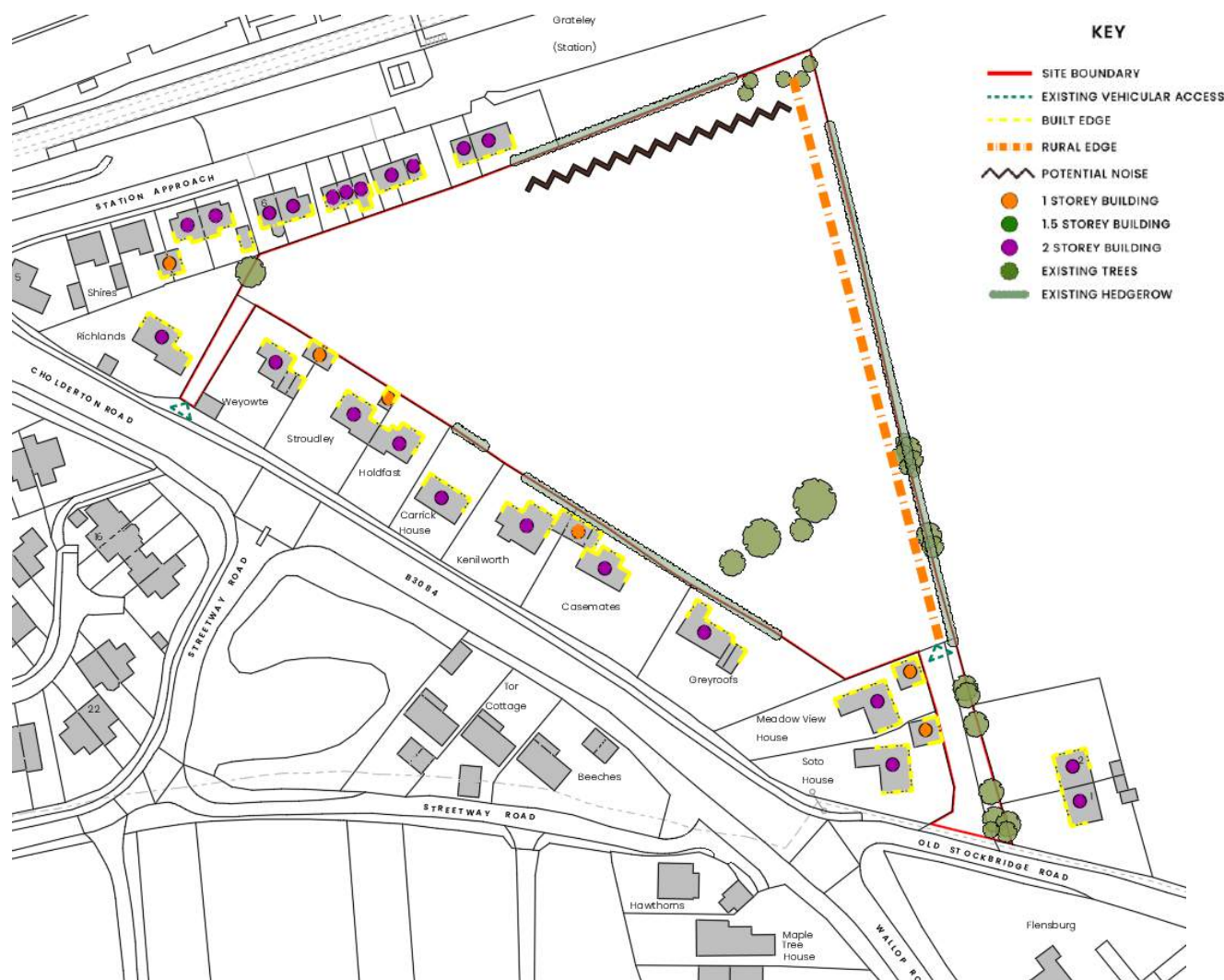


4.5 SITE B: LAND NORTH OF HILL VIEW FARM

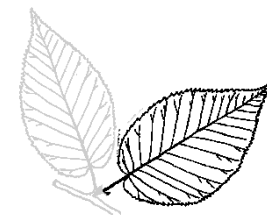
4.5.1 CONSTRAINTS

There are a number of site constraints that have been considered whilst developing our concept masterplan. The design process will be iterative with key site constraints informing the evolution of our development framework.

- Two storey dwellings along the south-west and north boundary forming the built edge with potential viewing angle over site. (*distancing, positioning, heights, and window locations in relation to the existing properties have been considered*).
- Site has a gentle gradient from south to north-east boundary with a difference of 6 metres in height
- Potential noise from the railway line along the northern boundary towards the open edge
- Existing vehicular access from Old Stockbridge Road
- Rural edge boundary to the east

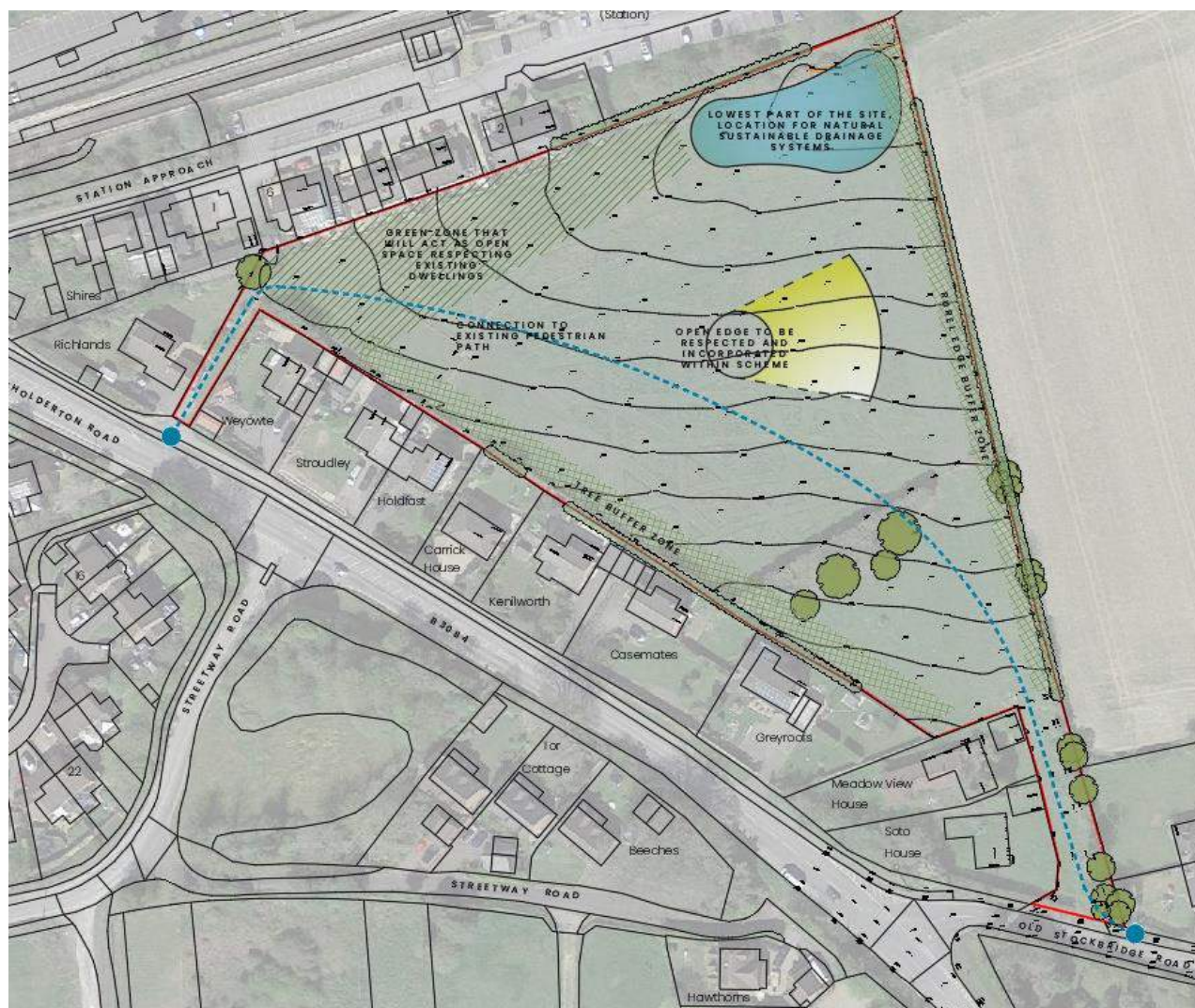


4.5.2 OPPORTUNITIES



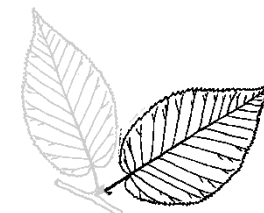
Following our analysis of the constraints a number of site opportunities were identified:

- Structured open spaces located to protect viewing angles from existing building lines forming natural spaces and utilising existing surveillance for good urban design.
- Enhanced landscaping edges including a buffer to the east edge.
- Proposed hedge line buffer along the southwest boundary to limit overlooking.
- Existing pedestrian connection onto Cholderton Road with a potential to explore a direct pedestrian connection to Grateley train station car park.
- Attenuation basin/ Sustainable drainage systems for natural drainage solution utilising the topography of the site.
- High-quality development in attractive areas responding and fulfilling the housing needs of the local



4.5.3 CONCEPT

- Structured landscaping throughout the scheme; with tree lined streets
- Enhanced landscaping edge to all boundaries
- Central tree lined route to enhance principle road
- Development with sensitively placed open spaces to respect neighbouring amenity
- Pedestrian connectivity and possibility of linking into the station should be captured here
- High-quality development in attractive areas
- Establish well-proportioned development parcels with good aspect perimeter blocks
- Retention of some of the existing trees and create a pocket open space
- Create a combined landscaped amenity space with water feature that has dual purpose for drainage



4.5.3 MASTERPLAN

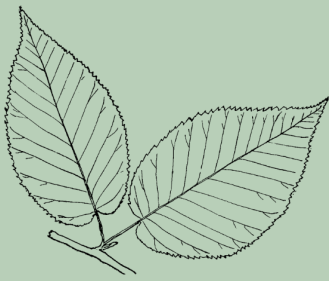
The design strategy is the same as Streetway Road, although Hill View Farm is a smaller site it still has a layered masterplan strategy, which seeks to directly engage with the site's existing features. Utilising this approach we are able to capture the site in the same light forming a unified proposal with the Streetway Road proposal.

IN SUMMARY, THE PROPOSALS FOR THE SITE COULD PROVIDE:

- » Provision of much needed **housing** and **affordable housing** to meet the needs of local people
- » A range of dwelling sizes to accommodate a growing need for **all ages** in the area
 - » Potential for a new **play area**
- » Significant and high-quality areas of public **open space**, including: existing tree and hedgerow planting, ecological mitigation measures and sustainable drainage systems
- » Primary point of access via existing junction along Old Stockbridge Road with **pedestrian footpath** brought for pedestrian **connectivity**
- » Providing pedestrian connectivity through the site from Old Stockbridge Road to Cholderton Road







4.6 MASTER DESIGN OVERVIEW

WHAT WE CAN ACHIEVE WITH THESE SITE:

APPROXIMATELY

160

FAMILY & FIRST
HOMES

PURPOSE BUILT
MULTI-USE

**COMMUNITY
HALL**

UP TO 575M²

SIGNIFICANT

OPEN SPACE

CIRCA 1.1 HECTARES

PROVISION OF

**COMMERCIAL
SPACE**

UP TO 300M²

40%

AFFORDABLE
HOUSING

NEW EQUIPPED PLAY
SPACES INCLUDING:

LOCAL EQUIPPED
AREA FOR PLAY

MULTI-USE GAMES
AREA

DESIGNED BEING

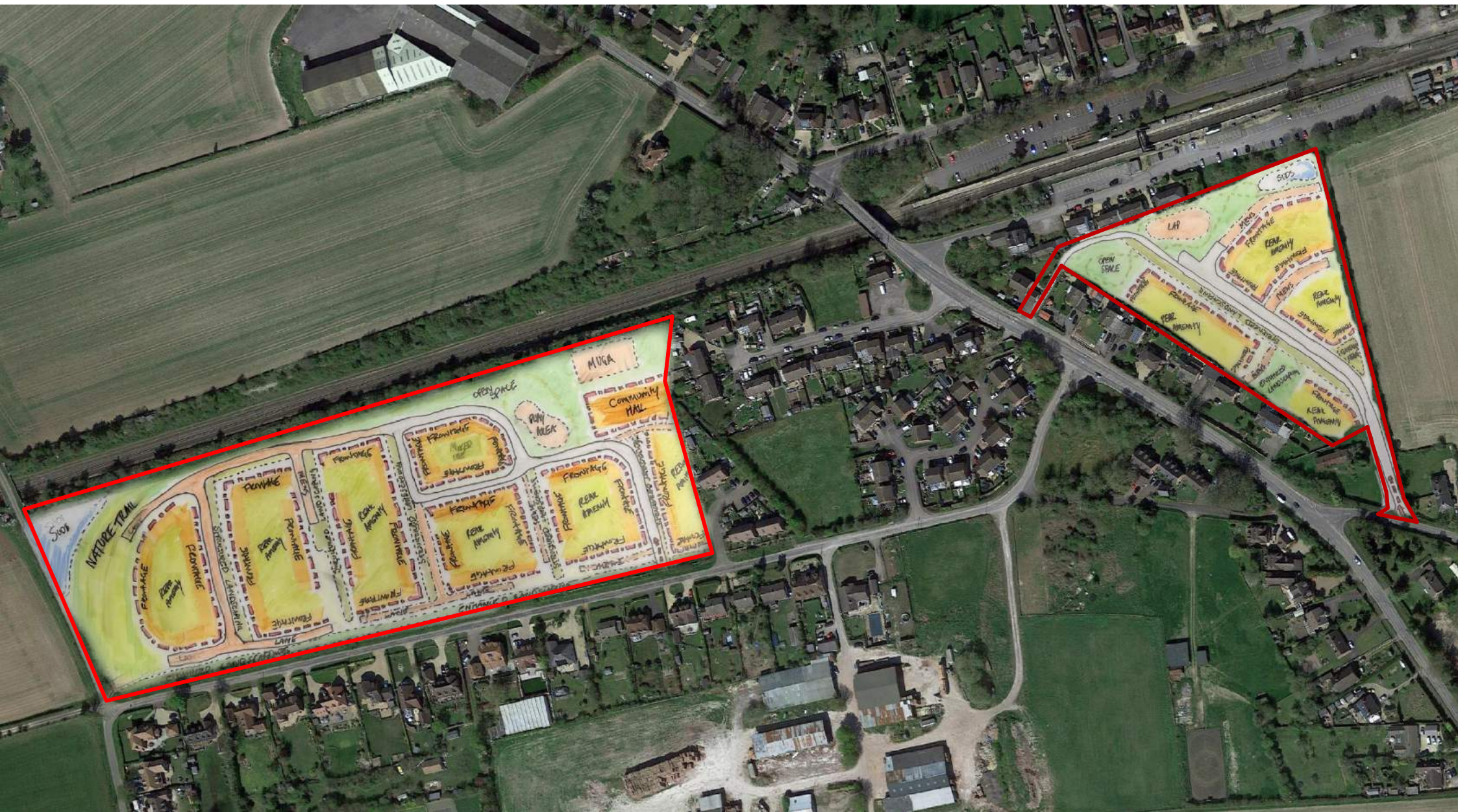
**LANDSCAPE
LED DESIGN**

ENHANCEMENTS TO
EXISTING

ECOLOGY

TARGET OF LEAST 10%
BIODIVERSITY NET GAIN
TO BE ACHIEVED ON SITES

4.6.1 COMBINED MASTERPLAN



4.6.2 DESIGN RESULTS

A HEALTHY AND COHESIVE COMMUNITY

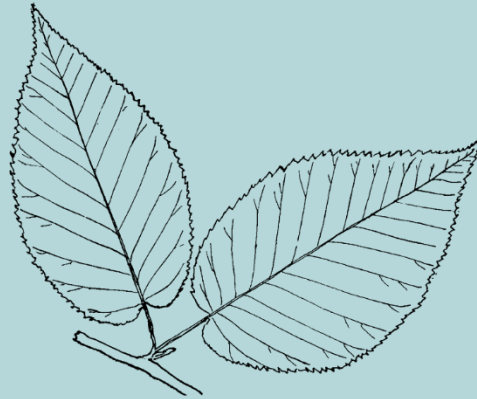
- » The proposed development will provide key facilities to aid a high standard of living and the creation of a cohesive community.
- » These facilities are easily accessible located within the masterplan and are within a 5-minute walk of the majority of dwellings. They will be located together, benefiting from a significant amount of activity, and forming an attractive focal space for the development where people will want to congregate.
- » The arrangement of development blocks aims to promote best practice urban design principles; they will overlook streets and spaces wherever possible to encourage safety and natural surveillance.
- » The appearance, scale, and density of the developments will be considered to ensure the creation of an attractive and distinctive character that is responsive to the existing built form within the locality of the sites.

PLENTIFUL SUSTAINABLE CONNECTIONS

- » The strategy for sustainable transport aims to promote attractive and safe links to key destinations wherever possible. The proposed network of new pedestrian and cycle routes embedded within the scheme for safer connection and layer design.
- » Existing bus stops are within 2 minutes of the sites for travel to local facilities such as schools, places of worship, shops, and entertainment.
- » Grateley train station is located within a 5-minute walk from both sites, with multiple pedestrian routes to get there from our sites, this service allows for greater connectivity such as to central Andover.

MULTI-FUNCTIONAL GREEN INFRASTRUCTURE

- » A new area of strategic open space with potential for LEAP & MUGA facilities for wider community usage. This will form a significant new asset for the proposals and a destination for the new and existing community.
- » The new Green Infrastructure Strategy will enhance and maintain existing hedgerows and trees, and incorporate them in a new, more cohesive landscape framework.
- » Green edge will retain existing ecological habitats and seek to enhance them wherever possible and enhanced with a mix of planting and public access management.
- » The aspiration to provide high quality and multi-functional green infrastructure is embedded within the heart of the proposals concept. A variety of spaces and places will form distinctive elements of the development and facilitate recreation, relaxation, and play, promoting happy and healthy lifestyles.
- » The development will have a strong framework of formal and informal public open space, creating the setting for the retained and enhanced landscape features.



5.0 TECHNICAL APPRAISAL

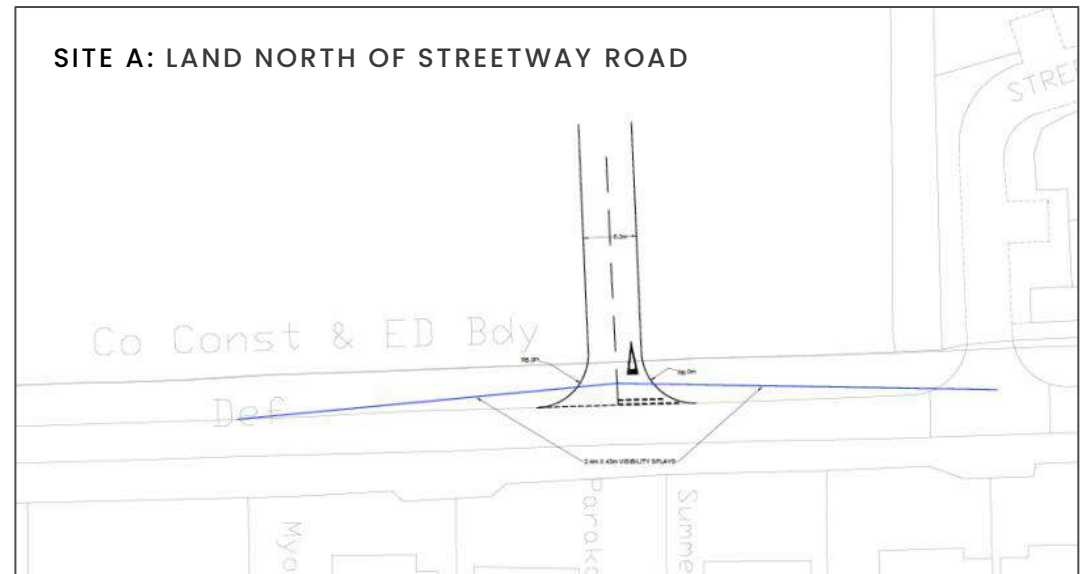
5.1 TRANSPORT AND ACCESS

Markides Associates have undertaken a review of the site on behalf of Drew Smith which has identified;

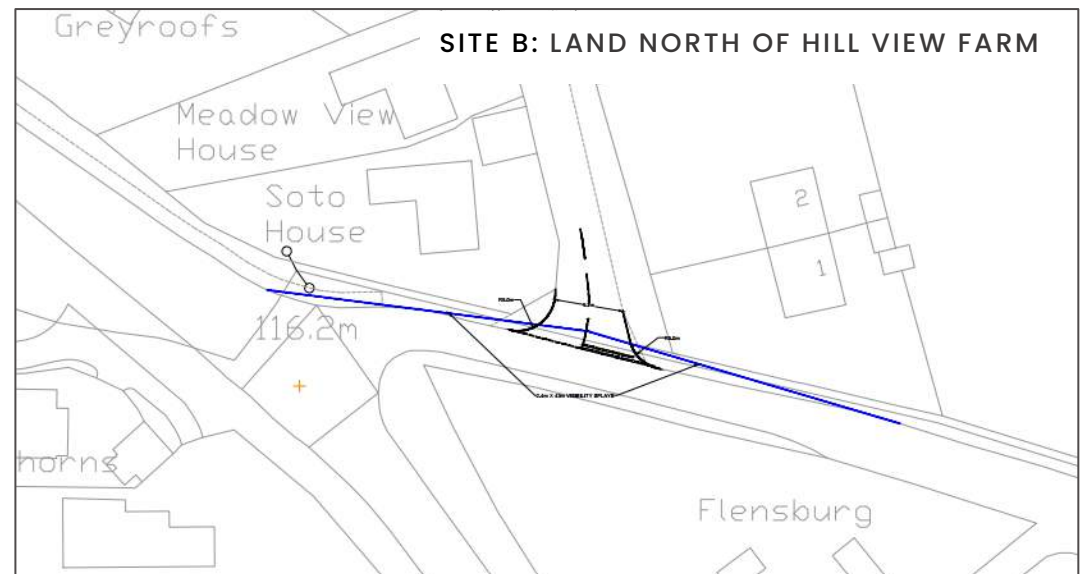
- The ability to create a suitable vehicular access to the sites from adopted highway land, without the need for third party land to accommodate either the access or associated visibility splays
- That no material changes to the local road will be required to manage traffic flow likely to result from the proposed development
- That future residents of the site have rail access to a wide range of leisure, retail and employment facilities located in Andover and Salisbury, which inclusive of walk time, can be accessed within 15 minutes of leaving their home

That existing footways can be extended to ensure a continuous link from the site to the railway station and bus stops

SITE A: LAND NORTH OF STREETWAY ROAD



SITE B: LAND NORTH OF HILL VIEW FARM



5.2 ECOLOGY

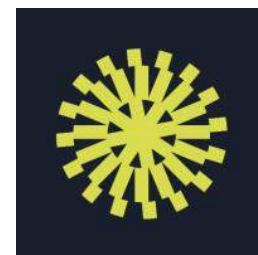
As noted above, Grateley is comparatively unconstrained by ecological matters. No statutory environmental or wildlife designations are located within or directly adjacent to the sites, and the nearest nationally and internationally designated sites are Quarley Hill Special Scientific Interest (SSSI) located approximately 1km north of the site; Porton Down Special Protection Area (SPA) and (SSSI) located approximately 1.7km south west of the site; and Salisbury Plain Special Area of Conservation (SAC), located approximately 1.7km south west of the site.

Habitats regulations assessment will be considered with respect to impacts on European sites. The closest non-statutory designated site to Grateley was identified as Grateley Station Grasslands Sites of Importance for Nature Conservation (SINC) which is located approximately 45m north of the site at the closest point.

Tyler Grange has undertaken an ecological review of the site on behalf Drew Smith. The aims of the study were to assess the conservation value of the survey area, investigate the likely presence of priority or protected species, and to identify any features, habitats or species which constitute potential constraints to, or opportunities for, the proposals for residential development within this area.

From this exercise it is clear that the sites are of limited ecological interest and largely comprise of amenity and improved grassland habitats with limited boundary vegetation comprising defunct hedgerows and scattered broadleaved trees. The conclusion of this exercise is not only that development would likely have limited impact on nature conservation interests, but that development offers a positive opportunity for improvements.

Following a transition period of approximately 2 years, under the Environment Act 2021, it will be a requirement for all new development to deliver a 10% Biodiversity Net Gain ('BNG'). In many parts of the Borough and other sites being promoted for development this could prove difficult to deliver without using fallback mechanisms of off-site contributions. The habitats identified within the sites where retained, may be enhanced as part of future development through native species planting and appropriate management. A biodiversity net gain assessment will be completed with regard to development proposals and a net gain in biodiversity units of at least 10% is targeted. This would be achieved through on-site habitat enhancement with long-term management secured by a Landscape and Ecology Management Plan (LEMP).



5.3 LANDSCAPE SETTING

The landscape context and visual setting of both sites have been assessed by Pegasus on behalf of Drew Smith. The work included the review of the baseline situation, published landscape character assessments, and in-situ analysis. On site work took into account very close range views from Streetway Road and the B3084, medium range views from the surrounding open countryside to the north and east of the villages, and long range views from Quarley Hill to the north of Palestine and Grateley Station.

The main findings of this analysis are:

- Both sites are best described as settlement edge sites, enclosed and characterised by the strong influence of residential built form in the village.
- Both sites share the same topographical profile as Palestine and Grateley.
- Both sites are seen in direct context of the existing dwellings in the village. They are never seen in isolation or without their built-up context.
- Built form in the village curtails views from the south west, south, south east, and north, in parts. Elsewhere views are screened or restricted by landform and vegetation.
- Due to the landform, coupled with the intervening vegetation, medium to long range views towards the two sites are either screened or considerably restricted.
- Views from Quarley Hill, along Public Footpaths, are almost completely screened by tall trees on the northern edge of Grateley Station. Both sites are almost imperceptible even in 'winter' views.
- Both sites do not have any special functional or visual relationship with the elevated Quarley Hill. Views towards the Hill are either not gained or are cloaked by the intervening tree belts, such as views from Streetway Road. The appreciation and understanding of this topographical feature is diminished and not evident.
- Both sites are free from any constraints that would relate to natural beauty or landscape value. There are no statutory or non-statutory landscape designation that would cover the sites or local landscape.
- Open boundaries provide opportunities for planting, allowing the two schemes and the village to be better integrated into the receiving landscape.
- The development within the two sites would utilise least sensitive parcels of land that adjoin the village, whilst responding to their grain, linear character, and strong linear features in the landscape – the railway line.

Whilst some degree of change will inevitably occur, any effects would be highly localised. Most importantly, the proposed schemes would not add to the horizontal extent of the built form in the landscape, as perceived from the open countryside. It would not be seen over and above the visibility of the existing dwellings in the village, and provides opportunities to soften the new settlement edge, thus limiting the harm upon the surrounding landscape.



5.4 HERITAGE

There are no designated heritage assets located within or adjacent to the sites. Two Scheduled Monuments are located within 1km of the sites. Bowl barrow is located 125m north-east of South View Farm, located to the south-west of the sites and Quarley Hill Camp is located to the north of the sites.

The sites are not within a Conservation Area. The nearest Conservation Area encompasses the historic settlement core of Grateley, lying approximately 1km east of the Hill View Farm site at its closest point. No designated heritage assets are considered potentially sensitive to the proposed development through either direct physical effects or non-physical effects (change to setting) at this stage.

While archaeological evidence of prehistoric and Roman activity has previously been recorded in and around Palestine and Grateley, desk-based assessment and geophysical survey have so far identified no conclusive evidence for such at either Streetway Road or Hill View Farm.

Based on currently available information, neither built heritage nor archaeology is anticipated to represent a constraint to development of the nature and scale proposed within the sites.



5.5 NOISE

Drew Smith commissioned Tetra Tech to undertake baseline noise monitoring surveys to identify the noise levels across the Streetway Road site and Hill Farm View site, in order to assess the likely noise risks associated with the proposed developments.

The outcome of this assessment reinforces that the site can be brought forward for residential development whilst maintaining suitably low noise levels; indeed, it is well established that homes can adjoin mainline railways, including on adjoining land in Grateley. However, Drew Smith will respond to the potential for noise impact through sensitive design and layout by means of orientation of buildings where practicable, locating external amenity areas and gardens on the sheltered facades of proposed buildings.

Furthermore, consideration will be given to the use of barriers (closed board fences of solid construction) around garden boundaries across the whole site. In addition, distance attenuation will be considered to sensitive buildings and amenity areas. Non-sensitive uses such as internal roads or landscaping will be considered for areas close to the railway line. Where pathways into the site are created, further consideration of building orientation and mitigation to the facades (through glazing and ventilation strategy) may be required.



5.5.1 SITE A: STREETWAY ROAD

Noise levels across the Land North of Streetway Road site range between 58.9dB and 52.5dB LAeq during daytime hours (07:00-23:00) and range between 56.4dB and 44.1dB LAeq during night-time hours (23:00-07:00). The main source of noise across the development is the railway line to the north of the site boundary and road traffic noise along Streetway Road located to the south. Distant road traffic noise from B3084 is also audible. When comparing the noise levels in accordance with the Stage 1 ProPG guidance initial risk assessment, noise levels during the daytime and night-time fall within the 'Medium-Low' risk category, as shown in Figures 1 and 2.

FIGURE 1: EXISTING DAYTIME



FIGURE 2: EXISTING NIGHT-TIME



5.5.2 SITE B: HILL VIEW FARM

Noise levels across the Land North of Hill View Farm site range between 51.0dB and 41.1dB LAeq during daytime hours (07:00-23:00) and range between 48.7dB and 40.0dB LAeq during night-time hours (23:00-07:00). The main source of noise across the development is the railway line to the north of the site boundary and road traffic noise along B3084 located to the south-west of the site. When comparing the noise levels in accordance with the Stage 1 ProPG guidance initial risk assessment, noise levels during the daytime and night-time fall within the 'Negligible-Low' risk category, as shown in Figures 3 and 4.

FIGURE 3: EXISTING DAYTIME



FIGURE 4: EXISTING NIGHT-TIME



5.6 DRAINAGE

The sites are located within Flood Zone 1 (low risk) which is identified by the Environment Agency as being an area with low probability of flooding. The sites are also identified as being at very low risk of flooding from surface water and low risk of flooding from groundwater and sewers. The sites are therefore considered to be suitable for residential development in flood risk terms.

Drew Smith commissioned Ground & Water to undertake intrusive ground investigations to ascertain the characteristics of ground strata and its permeability characteristics, which in turn has influenced the proposed drainage strategy.

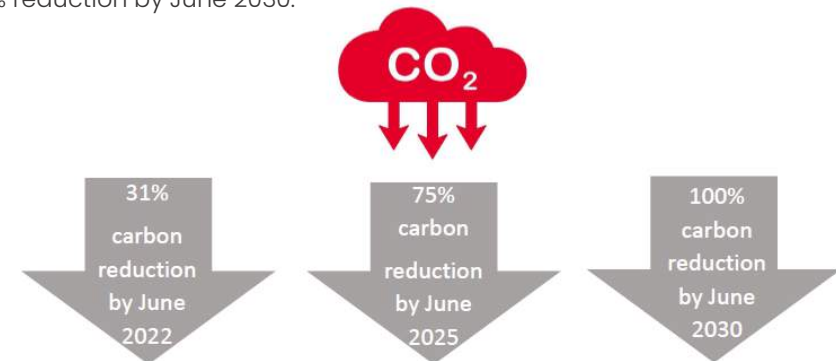
The development proposals will increase the hardstanding area within the Site. The potential increase of flood risk off site will be mitigated by application of a Sustainable Drainage System. The surface water management strategy would require approximately 2300m³ attenuation storage on site A and a further 800m³ on site B, to restrict runoff to less than greenfield rates for all rainfall events up to the 1 in 100 year plus 40% climate change scenario. The majority of this volume could be provided in attenuation basins in the northwest corner of Site A and the northeast corner of Site B. In addition to attenuation basins provided in the landscaped areas of the site, source control SuDS will also be considered to provide water quality, amenity, and bio-diversity benefits.

The sites can therefore be developed without increasing the risk of flooding on and off site."

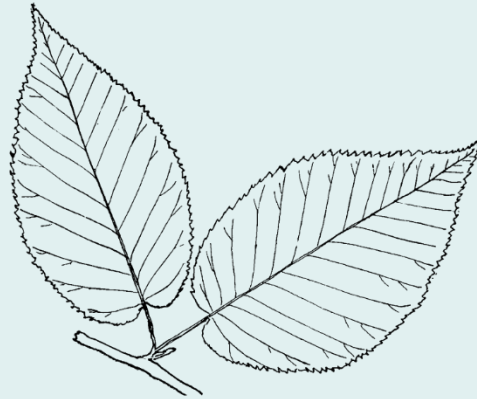
5.7 ENERGY/ SUSTAINABILITY

The housebuilding industry is facing significant regulatory changes to tackle the challenge of climate change. The government's commitment and roadmap to net zero carbon by 2050, is the most notable and will have a direct impact on the way that we heat the homes that we build.

Drew Smith and Vistry Group are committed to responding to the sustainability agenda and driving down carbon emissions in our developments. We are currently reviewing how our homes can be made more sustainable and how carbon reduction can be achieved through 'The Future Homes Standard', 'Nationally Described Space Standards' and Modern Methods of Construction. Drew Smith homes are built to NDSS and we have made a commitment to reduce operational carbon emissions in our homes against current standards with targets of a 31% reduction by June 2022, 75% reduction by June 2025 and 100% reduction by June 2030.



To achieve these reductions we will be looking at fabric first approach with larger wall cavities, enhanced wall, floor and roof insulation, hi-thermal lintels to windows and improved glazing. We will also look to integrate renewable technology into our homes with the use of air source heat pumps, electric vehicle charging points and photovoltaic panels. As well as these more obvious measures other technologies such as mechanical ventilation heat recovery, wastewater heat recovery systems and battery storage are also being considered.



6.0 CONCLUSION

6.1 NEXT STEPS

As set out within this document, Drew Smith has undertaken preliminary technical survey work and site investigations to inform, at this early stage our vision for the sites. This has enabled the preparation and submission of this Vision Document to Test Valley Borough Council alongside our representations in response to the Council's Regulation 18 Stage 1 consultation of the Test Valley Draft Local Plan 2040.

Drew Smith will continue to engage positively with Test Valley Borough Council Officers and elected members during the local plan making process. Drew Smith is also committed to positive and proactive engagement with local residents and key stakeholders through this process.

It is Drew Smith's intention to attend at the appropriate time, forthcoming Parish Council meetings, to provide updates on progress and answer questions as well as undertaking positive community engagement. It is important to Drew Smith that local residents are provided with the opportunity to comment on its proposals and to understand what new facilities and services might be valued in the community to help shape our vision.

The next consultation stage of the Local Plan making process, as published by Test Valley Borough Council, is the Regulation 18 Stage 2 consultation. This is expected towards the end of 2022 as set out in the Council's published Local Development Scheme, September 2021.



6.2 BENEFITS



PROVIDING
APPROXIMATELY

160

NEW HOMES



CLOSE PROXIMITY TO

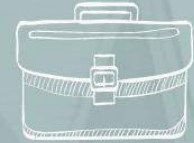
GRATELEY

TRAIN STATION



PROVISION OF
SIGNIFICANT

**OPEN
SPACE**



CREATION OF

JOBS

ON & OFF SITE



40%

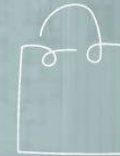
AFFORDABLE HOMES



EASY ACCESS TO

**A343
A303**

ROUTES



SUSTAINING

GRATELEY'S

LOCAL AMENITIES



CREATING A

**COMMUNITY
HUB**



THE TEAM

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