

**COMMENTS ON PROPOSED DEVELOPMENT OF THE FIELD BOUNDED BY STATION APPROACH, WALLOP ROAD AND
OLD STOCKBRIDGE ROAD, GRATELEY**

Ser	Issue	Comment
1.	<p data-bbox="297 411 954 647">Drew Smith Secures Two Fantastic New Sites in the Test Valley</p> <p data-bbox="297 695 555 730">December, 2021</p> <p data-bbox="297 783 969 1070">Drew Smith is delighted to have secured an exciting opportunity to promote two fantastic sites through the Test Valley Borough Council Local Plan process. The sites are well located in the village of Palestine with good access to Grateley train station presenting sustainable development opportunities.</p> <p data-bbox="297 1118 965 1321">Steve Clark, Head of Planning at Drew Smith said: "We're really looking forward to working with the local community and Borough Council through the Local Plan process to inform and shape our proposals for the sensitive and</p>	<p data-bbox="1003 400 1935 472">We were first made aware of the proposed housing development when we approached those surveying the field.</p>

	<p>sustainable development of these sites to deliver new homes for local people.”</p> <p>The team look forward to sharing more news with you as these sites are progressed.</p> <p>Link – to Drew Smith Ltd Facebook page.</p>	
2.	<p>Desecration of the local environment and day to day living for the residents of Station Approach.</p>	<p>Our properties on Station Approach already endure: The impact of diesel emissions from both trains and cars - our windows and paintwork are constantly covered in black greasy deposits. Noise from traffic, people, car horns, litter and children congregating and causing mischief on a regular basis. Records show that 265,000 (prior to Covid) commuters per annum use Grateley Railway Station. The railway with its ugly signage, cameras and WIFI poles. Carparks, roads with speeding traffic creating noise and headlights shining into our houses. Commuters regularly knocking on our doors asking to use our toilets or charge their phones. The extension of C A Stevens Transport Ltd Aggregates, to include Sapphire Utility Solutions with vehicles, offices and ablutions increasing pollution and noise levels.</p> <p>Our only respite is the quiet haven of our very small back gardens, (Approximately 4 meters in length, bounded by low walls) which overlook the field.</p> <p>Should the field be developed the houses on Station Approach will become trapped by industrial utilities and buildings on all sides and our living space will be totally violated.</p>

3.	Access into the field and highway safety.	<p>There is one entrance onto Wallop Road in between the properties of Wyenot and Richlands. It is not wide enough for two vehicles to pass and it is also on a blind bend and is too close to the entrance to Station Approach, which is very busy at rush hours.</p> <p>The other entrance is on Old Stockbridge Road. This is slightly wider; however, it is very close to the busy T Junction where Old Stockbridge Road joins Wallop Road. It is used regularly throughout the day by HGVs accessing Stevens Yard and heavy Farm Machinery from the local farms.</p> <p>Further afield the additional traffic from any new housing development would only increase the delays experienced now at the junction of Old Stockbridge Road and the A343.</p> <p>What will be the impact on the proposed change of priority to the junction of the Wallop Road/ Old Stockbridge Road.</p> <p>In the general area, pavements are limited, and roads are too narrow to accommodate any increase in housing development.</p>
4.	Impact on local infrastructure	<p>The village infrastructure is not suitable for additional housing. The overhead electricity supply fails on a regular basis and greater use will increase the problem.</p> <p>Most of the properties which bound the field are not on mains drainage. We believe the drainage pipes for the septic tank serving the nine older properties on Station Approach is in the field.</p> <p>There is no surface water drainage on Station Approach and our front gardens flood in heavy rain. Adding additional houses will exacerbate the problem.</p>

		There are few community facilities in Grateley, just a village hall, a small primary school and a public house, none of which are in a safe walking distance of the railway end of the village.
5.	The mains water supply pipe to 5 & 6 Downside Cottages runs across the field from Wallop Road.	Southwestern Water must have 24/7 access to carry out any repairs, therefore this area of the field could not be built upon.
6.	Noise Pollution.	<p>Those of us living in the older houses on Station Approach regularly have to use our bedrooms at the rear of our properties to avoid being disrupted by the noisy and often offensive language of railway workers and track repair trains.</p> <p>Whilst in our front gardens we endure tannoy announcements, approximately every twenty minutes, the high-speed trains thundering past, fast cars, horns blowing, music blaring and noisy commuters which renders them unsuitable for relaxation as all the noise is mentally wearing for the occupants.</p> <p>A housing development with more noise from, cars and residents at the rear of our properties would create an untenable situation for those whose only peaceful retreat is our small back gardens.</p>
7.	Loss of Outlook	<p>The only pleasant outlook and quiet space of those of us living on Station Approach is our back gardens which bound the field and would be adversely affected by any proposed development.</p> <p>Also, the character and appearance of the existing neighbourhood, within the vicinity of the field, would not blend in with a new housing development built within the middle of the existing infrastructure. Any housing development would create a loss of outlook and result in an unduly oppressive living environment for residents in existing properties.</p>
8.	Loss of Privacy.	It is bad enough that residents of Station Approach currently endure commuters staring into our windows at the front and side of our properties, therefore we would not wish to lose our only bit of privacy at the rear of our properties.

9.	Highway Safety.	More traffic on the narrow roads and in particular railway bridge, would increase hazards for both vehicles and more so pedestrians using the limited pavements in the area.
10.	Air Pollution.	The air in the local vicinity is already polluted from cars using the station for drop offs and parking and diesel fumes from the trains. Taking into consideration the ages (50+) of the majority of residents whose properties bound the field, any increase in housing will only add to pollution levels, adversely affecting the general health of residents and particularly those who currently suffer from respiratory diseases.
11.	Light Pollution.	The old traditional railway cottages in Station Approach have small windows which make the living space darker than modern builds. Redevelopment of the field is likely to further reduce access to natural light. The residents whose properties bound the field enjoy the lack of street lighting and do not want this destroyed by streetlighting and lights from additional housing.
12.	Oil Tanks – Potential Environmental and Fire Hazzard.	The older properties on Station Approach all have oil tanks situated in within close proximity of their boundaries with the field.
13.	Septic Tank	The nine older properties on Station Approach are served by a septic tank in the garden of [REDACTED]. Drainage Companies who service the installation believe the tanks drainage field is in the field proposed for development; however, they have never been allowed access to confirm this.
14.	Impact on the natural environment of the field.	The field currently supports a wide variety of wildlife, much of which is protected by the Wildlife and Countryside Act 1981: Bats - who frequent the field in the summer months. Government guidance states that the removal of branches of mature trees or hedgerows, watercourses or woodland used by commuting bats or changing or removing bats foraging areas is harmful to them and will require a licence.

		<p>Dormice - found in the field and our gardens. Hedgehogs - These are protected by the Wildlife and Countryside Act 1981 as their numbers are in decline Occasional deer. Pole Cats. A wide variety of birds, including many Wrens which are also protected by the Act.</p> <p>There used to be an abundance of songbirds in Station Approach; however, when the Shire Horse land was built on, they lost their sanctuary and habitat and are no longer here for us to enjoy. Developing the field would lead to further destruction of the area's natural habitat</p> <p>The field is subject to flooding on an annual basis (photographic evidence can be made available). Also, a pond in the field is shown on documentation relating to the deeds of the older properties. Adding concrete and housing to the field will have a detrimental impact on the current houses. When the five houses were built on the site of the Shire Horse Public house, water which used to drain into the pub garden now makes its way down Station Approach and floods the front entrances of the older properties.</p>
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