TOWN AND COUNTRY PLANNING ACT 1990

PLANNING BRIEF

LAND AT PENNINGS ROAD AND ST ANDREWS ROAD, TIDWORTH

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LAND AT Pennings Road & St Andrews Road, Tidworth
Planning Brief

FOREWORD

This Planning Brief was commissioned by Defence Estates in conjunction with other parties having an interest in the land subject to the Brief. Kennet District Council was involved as one of those land owners and also as the local planning authority for the area. The Council’s involvement in the preparation of the Brief was to ensure that the exercise included sufficient public consultation to enable the final document to be adopted as Supplementary Planning Guidance.

Work commenced in the summer of 2002 and a first draft was subject to extensive publicity and public consultation between the 9th June and the 7th July 2003. The Development Brief was made available for scrutiny by various Statutory Consultees, interested parties and local residents. A copy of the Draft Brief was sent out to all of the Council’s Statutory Consultees and letters were sent to local organisations and interested parties. A Resident’s Forum meeting was held on the 18th of June in liaison with the MoD and this was attended by approximately 90 people who were able to comment on the proposals.

The Brief was amended to take account of comments and was submitted to the Council’s Planning Policy Executive Committee on 9th Sept 2003. It was resolved that the Development Brief be adopted as Supplementary Planning Guidance for the purpose of development control.

The preparation of the brief complied with the policies of the emerging Kennet Replacement Local Plan. At that stage, the Inspector’s Report on the public local inquiry into the plan had been received. Since that date, the local plan has been modified to accord with the Inspector’s recommendations and was adopted in April 2004. This Brief has subsequently revised to update references to policies and paragraphs of the local plan.
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SECTION 1: INTRODUCTION

(A) Introduction

1.0 In April 2004, Kennet District Council adopted the Replacement Kennet District Local Plan. Emerging Policy HC20 and Inset Map 9 specifically identifies the site, the subject of this Planning Brief, as being land allocated for development.

1.1 Under Policy HC20 it states that:

“Old Rectory/Portando House

The Local Plan identifies a development area at Pennings Road, Tidworth as shown on the Inset Map 9. This site will need to be developed comprehensively to ensure that:

a) A mix of uses including affordable housing, open market housing and employment development is included;

b) The setting of Holy Trinity Church is respected;

c) Important trees within the site are retained; and

d) Access and ownership constraints are resolved.”

The text in support of the policy, at paragraphs 2.37 and 2.38 of the local plan, confirms that:

- The preparation of this planning brief will provide the basis for the comprehensive development of the site in association with the landowners, the highway authority and other interested parties;

- The existing Group Practice and Dental Centre (thereafter known as the Group Practice) at St Andrews Road is to be replaced by a new Primary Health Care Centre between Kirkee Road and St Michael’s Road, Tidworth;

- The site is considered for a mix of uses comprising both housing and employment;
• The employment opportunities, in particular, are expected to complement the office accommodation proposed as part of the Community Resource Centre involving fulfilling the objectives of the Tidworth Study by providing a range of employment sites in the town;

• The site is visually important having a prominent frontage to the A338 Pennings Road;

• The housing element should include provision for both affordable and open market properties; and

• The design and layout of the scheme should respect the setting of the listed church, Holy Trinity, and residential properties on Plassey Road.

1.2 The adopted Local Plan includes other relevant policies and these include PD1 (Development and Design), HC3 (Re-use of Previously Used Land and Buildings), HC5 (Net Housing Density), HC6 (Efficient Use of Land), HC7 (Housing Layouts), HC28 (Affordable Homes Target), HC29 (Definition of Affordable Housing), HC 43 (Service Infrastructure) AT2 (Transport Assessments), AT9 (Motor Vehicle Parking Standards), AT12 (Cycle Parking Facilities), AT21 (People with Impaired Mobility) HH8 (Development Affecting a Listed Building), TR22 (Public Art) and NR 18 (flooding from surface water run off).

1.3 In the formulisation of schemes and preparation of the planning applications, the Council require applicants to have particular regard to Policy PD 1 as this sets out the principles for development.

1.4 Policy PD 1 of the adopted Local Plan states that:

“Design

Policy PD1

DEVELOPMENT AND DESIGN

A. General Application
A high standard of design will be expected in new developments, extensions or alterations to existing buildings, changes of use and in proposals affecting the landscape and environment, to ensure that the character, appearance and environmental quality of the Kennet area is maintained or enhanced, and to promote safety and compatibility between adjoining land uses.

B. Considerations

In order to achieve high standards of design, all development proposals should adequately address the factors listed below, where they are relevant to the development under consideration:-

1) Sustainable design principles;
2) Scale, height, massing and density of development;
3) Relationship to townscape and landscape context and related ecology;
4) Layout, servicing and access arrangements, and road safety;
5) How the development contributes to the creation of a well used, attractive and safe public realm;
6) Landscape proposals;
7) Relationship to historic features;
8) Elevational treatment;
9) Building materials, colour and detailing; and
10) The impact on residential amenity, including that caused by reason of noise and disturbance.”

1.5 The supporting text, at paragraphs 1.25 and 1.26 of the local plan, provides a detailed explanation of the requirements of the policy by setting them out under nine specific headings. Of particular importance is the need to respect the local distinctiveness of both the urban and rural character of the District. Section 3 of this brief, in particular paragraph 3.32, sets out, in the context of the town and site, how these nine criteria should be interpreted in greater detail.

1.6 The site the subject of this Planning Brief is located in one of the many towns in the District where local distinctiveness must include an assessment and understanding of patterns of building layout, plot and street patterns, relationship to natural features. These are viewed as key structuring elements. Another important factor is local building character including the use of local materials such as wood, cob, thatch, stone, flint, brick and tiles.
1.7 This Planning Brief provides detailed advice with regard to the manner in which the development described in Policy HC 20 of the Replacement Local Plan is to be formulated, provided and implemented.

**B) The Planning Brief as Supplementary Planning Guidance**

1.8 The basis for preparing and adopting this Planning Brief as Supplementary Planning Guidance (SPG) is set out in PPG 12: Development Plans (December 1999) and in particular paragraphs 3.15 to 3.18 inclusive.

1.9 Against this advice, this SPG fulfils the following:

- The document does not form part of the adopted Local Plan although it is a material consideration in determining planning applications when they come forward for the uses/development specified.
- The document takes the form of a design guide and area development brief in that it covers a large area of previously developed land within the town and which is in multi ownership.
- The document conforms to both National and Regional Planning Guidance and the policies in the adopted Structure Plan.
- The document has been the subject of a consultation exercise with the general public, businesses and other interested parties and consideration was given to the responses in this (final) version.

1.10 The advice of PPG 12 is included in the provisions of paragraph 1.19 of the adopted Local Plan which requires the following:

1.19 Planning Applications for developments on the key development sites will be expected to be supported by a Planning Brief, prepared in consultation with the Local Planning Authority. The Planning Brief should include the following elements:

- Appraisal of the site's context and setting;
- Review of relevant policies and guidance;
- Indication of the measures proposed to meet the impact of the development to be provided as Planning Obligations and details of any mitigation measures required;
• Statement of Design Principles, as described in paragraph 1.21, including detailed design proposals, where appropriate to the scale of the proposed development; and
• Details of public consultation (to include consultation with part owners of allocated mixed-use sites) where such consultation has been undertaken.

1.11 The supporting text, at paragraph 1.39, confirms that the Council will prepare and publish Supplementary Planning Guidance and applicants will be expected to have regard to such advice.

(C) Objectives of the Planning Brief

1.12 The Planning Brief sets out broad land use and design principles for promoting a mix of communal and commercial developments on the site. It demonstrates how proposals should respond to strategic and local objectives that address the environment, the economy, the needs of society and sustainability.

1.13 At strategic level, the adopted Wiltshire County Structure Plan (January 2001) sets out, at paragraph 2.25, its objectives in the context of the following:

- Considering the needs of all groups in the community (Policy DP1).
- Promoting the integration of land use and transport (Policy DP1 and TP1).
- Encouraging energy efficient land uses (Policy DP1).
- Supporting rural communities (Policy DP14).
- Supporting industry and employment (Policy DP3).
- Encouraging quality of employment opportunities (Policy DP3).
- Encouraging the regeneration of small towns (Policy DP4).
- Securing the re-use of developed land and buildings (Policy DP9).
- Protecting and improving the amenity of settlements (Policy DP1).
- Protecting, maintaining and supporting the countryside.
• Supporting the regional balance of development.

• Improving the efficient and safe use of roads (Policy T7, T10 and T16)

• Supporting the provision of infrastructure and services (Policy DP2).

• Protecting local water resources (Policy C5).

• Providing for the extraction of minerals (Policy MSP1).

• Encouraging waste management (Policy W1).

• Providing for recreation and leisure (Policy RLT1).

• Contributing to minimising hazard noise and light pollution.

1.14 At the local level, the Local Plan sets out, at paragraph 1.14, its objectives as follows:

I. promote a settlement pattern based upon the three main settlements of Devizes, Marlborough and Tidworth each of which should seek to become self contained as far as their size and capacity for growth will allow;

II. develop balanced communities with local employment opportunities available at a scale that is commensurate with the local working population in each of the three main settlements;

III. ensure that the three main settlements improve the viability and vitality of their Town Centres;

IV. sustain the role of the larger villages such as Pewsey, Ludgershall and Market Lavington in acting as secondary service centres for their rural catchments;

V. support the provision of local facilities in villages;

VI. aid the restructuring of the rural economy by promoting and accommodating diversification that provides employment opportunities in the rural areas without compromising the aims of sustainability;

VII. facilitate the provision of appropriate levels of affordable housing in the district;
VIII. protect and, where possible, enhance the diverse range of landscape, ecology and cultural assets and allow them to be enjoyed by all;

IX. provide the means to reduce the dependence on private cars whilst improving access for all sections of society.

1.15 In formalising the Planning Brief particular regard has also been given to the findings and recommendations of the Entec Report.

1.16 The Planning Brief covers a wide range of design issues, such as land use, the creation of movement corridors, the overall urban design philosophy, and the submission of the development area into three clear and distinct zones.

1.17 The Planning Brief also demonstrates how development of the site responds to sustainability objectives both on a site-specific basis and for the town of Tidworth as a whole.

1.18 It is not the aim of the Planning Brief to be prescriptive, but does seek to provide a strong land use and urban design focus for proposals, to encourage good design that respects the local context and which provides a sense of place, whilst also meeting other planning objectives for the development.

1.19 The intention of the Planning Brief therefore is to achieve the following: -

- The basis for initiating a comprehensive overview of how the development should proceed, whilst allowing individual elements to be progressed and undertaken without prejudice to the overall aim.

- The removal of a local eyesore, Portando House, and the creation of a sense of arrival from the north at the main “gateway” entry on the corner of Pennings Road and Plassey Road;

- The incorporation of a small “village green” or open area of views to an important historic and protected landmark building;

- The introduction of corridors of movement between and through the site;
The promotion of development that is not dictated by the motor car where the setting of buildings and the comfort and movement of pedestrians is given high priority; and

The provision of distinct buildings that utilise their road frontages and make a significant positive contribution to the sense of community and civic pride.

The removal of the dilapidated Church Hall and its replacement as a discrete building, either on site, or by sharing the use of another military/community building in the town.
SECTION 2: SITE AND SURROUNDINGS

2.0 The town of Tidworth is located close to the Wiltshire/Hampshire border, on the main A338 road approximately 40km south of Swindon and 20km north of Salisbury. Of Anglo-Saxon origin, the town developed slowly during the medieval period before seeing substantial growth in the late Victorian/early Edwardian period, associated with the development of the nearby military barracks. In 1891, for instance, the population was 241 persons, while today (2001) it is estimated at 9670 persons. This figure also compares with the Tidworth Community Area, which includes the town and surrounding villages, where the population is estimated to be 16,300 persons for the same period.

2.1 In the recent past, development in Tidworth has taken place along the old Oxford-Salisbury Road. Most of the barracks were in South Tidworth, while most of the family housing for both soldiers and civilians were located in North Tidworth. The site, which is located within North Tidworth, forms part of the historic core of this original village, with the dominant buildings being the Holy Trinity church, the rectory (now demolished), two farmsteads, Zouch Farm and Manor Farm, and numerous small cottages.

2.2 The site, which extends to approximately 1.70 ha in area and whose extent is shown on Plan 1, is in multi-ownership. The extent of these ownerships is shown on Plan 2. It is bounded to the west by the Holy Trinity Church, a (new) Rectory and churchyard, and a former military building now used as a pre-school. To the north, Plassey Road and the existing residential properties that front it define the site. To the east, the site is defined by Pennings Road (the A338), and by a parade of existing modern buildings in both retail and non-retail use (i.e. petrol filling station, bookmakers, training centre, hairdressers and post office). The southern boundary comprises an avenue of trees that straddle St Andrews Road. To the south of this road, there is a very large area of open land allocated for MOD sports pitches.

2.3 Around and within the site, there are a wide range of land uses and activities that are shown on Plan 3, and are subject to site-specific factors which are identified on Plan 4. At the north end, Portando House (now demolished) was a former club and takeaway that was in a very poor physical condition, and had been vacant for at least 5 years. It was viewed locally as an eyesore and in need of improvement. The
building was principally two storeys in height, although there were dormer windows in the roof. The former car parking areas were present at both the front and rear of the site; vehicular access to the rear was via Plassey Road.

2.4 At the centre of the site, the land is overgrown and detracts from the townscape by reason of its poor visual appearance. Directly adjacent to the post office, there is an informal car park. Although used by customers to the parade of shops, this car park is unauthorised. Vehicular access to this car parking area is direct from Penning Road (A338), adjacent to an existing “zebra” crossing.

2.5 At the southern section of the site, the Medical and Dental Centres occupy the land. These buildings, erected in the mid 1980’s, are single storey in height. Vehicular access is direct from St Andrews Road with the car parking areas, comprising some 40 spaces, being to the front, side and rear of the buildings.

2.6 There is an informal footpath crossing the central part of the site that connects Pennings Road and informal car parking area with Plassey Road and the church. There is also a formal footpath through the church and graveyard that terminates at a gate to the rear of the medical centre. There is no pedestrian access at this point because the gate is locked shut and overgrown by the existing hedge.

2.7 Between the central and southern sections of the site there are individual and groups of mature trees. These are subject to two Tree Preservation Orders (TPO), copies of which are provided at Appendix A. In referring to the TPO, this confirms that the group of trees include one Ash, four Sycamores and two Beeches, while the individual trees are a Yew and two Sycamores.
SECTION 3: PLANNING CONSIDERATIONS FOR SITE DEVELOPMENT

3.0 In preparing this section, due regard has been given to national, strategic and local planning policy which supports the re-use of urban land, particularly under-used land, and the promotion of mixed use developments that are both sustainable and accessible, and which provide benefits to the immediate community.

3.1 The site, as shown on Plan 2, is subject to fragmented land ownership. The Military, the Council, the Church and a local Landowner own land. Each landowner has development aspirations for their part of a site and these can be summarised as follows:

The Military

3.2 The existing Dental and Medical Centre is to be replaced by a modern facility elsewhere in the town. In the three years from the publication of the First Deposit Local Plan, in July 2000, to the drafting of this Development Brief for public consultation, the military have refined the development requirements of the Allenby/Connaught Project. Consequently, this part of the site is now identified by the Allenby/Connaught Project as being a suitable location for an Auditorium, given its close proximity to the Garrison outside the security wire, which would principally function as a training facility.

3.3 The requirement for a new multi function building stems from the need that the existing Garrison Theatre, built in 1909, and no longer meets all MoD requirements.

3.4 It is now the requirement for the Garrison to be able to hold operational briefings for up to 700 soldiers using the latest IT, film, video conferencing and other projection techniques including sound with good views to the stage. There is also the requirement that the venue is suitable for large band concerts, dances, parties and major unit sized functions.

3.5 Other desired facilities to be included in the Auditoria include the following: -

- Fixed and moveable seating;
- Partitions for the subdivision of the training space;
• A hearing loop and tannoy system;

• Electronic voting system;

• Catering facilities such as kitchens/food preparation areas;

• Licensed bar(s);

• Washing facilities including toilets, showers etc.

• Dining areas;

• Coffee shop;

• Crèche;

• Syndicated rooms for meetings, functions etc;

• Changing facilities for stage productions; and

• Car parking in accordance with the Council’s adopted standards and military operational requirements.

• Provision for other modes of travel including coaches and cycles, together with improved access to footways and public transport services.

3.6 Although principally a venue for military use, there will be opportunity for shared use by dependants and other members of the wider community, along the same lines as the Tidworth Leisure Centre, in consultation and agreement with the appointed contractor and operator.

3.7 It is anticipated by the Allenby/Connaught Project that the whole of Zone C, including that part owned by the Council, will be required for the Auditoria and its support services. The provision of car parking to serve the Auditorium could also be made available for use by the general public. Particularly those visiting the nearby parade of shops along the A338. At the design stage, when the requirements for the Auditorium are clearer, the MoD will investigate the possibility of a scheme to be designed in such a way that part of the car parking provision is provided outside of the security.
fence and made available for public use. The auditorium will be served from one point of access only.

The Council

3.8 The Council’s aspirations for a part of the site are clearly set out in the former and current local plans. There is, however, a local need for industrial starter units to encourage the local workforce to set up in business. In the recent past the eastern side of the land presently occupied by the Dental and Medical Centre was considered to have potential for such industrial starter units.

The Church

3.9 The Church has a regular congregation and burials are still performed in the graveyard. The church hall is used occasionally for functions and as a toilet facility. It is in a dilapidated state and considered too small for the needs of the church parishioners. Vehicular access to this part of site is poor and there is very limited car parking available. The church’s aspirations for the site stems from its desire to provide a designated car park for its parishioners including those paying their respects to relatives/friends buried in the graveyard, and a new facility where meetings can take place in relative comfort.

The Local Landowner

3.10 The northern part of the site, given its frontage to a busy main road, is considered by the local developer to be ideally suited for some form of roadside commercial development.

3.11 In the recent past, this has included proposals for both residential and retail developments. The proposals for residential have included both houses and flats, in schemes ranging from 8 to 21 units. The proposals for retail included the erection of a supermarket with associated car parking. This was refused by the council and subsequently dismissed on appeal by the Secretary of State for the Environment in mid 1997 on the grounds that it was contrary to both local and national shopping policies.

3.12 As an alternative, the existing parade of shops, comprising the post office, hairdresser, training centre and bookmakers, is considered by the principle landowner
to provide the best opportunity for some form of improved retailing in this part of the town subject to relevant local plan policies, notably ED 23, and highway matters being resolved.

3.13 The Council have been advised that the Old Rectory site may be subject to a covenant that restricts the sale of alcohol.

3.14 The principal issues associated with the promotion of development at the site include the mix of land uses, highway considerations, conservation considerations and design considerations. These are discussed in more detail below.

Mix of Land Uses

3.15 The provisions of Policy HC 20, as set out in paragraph 1.1 above, requires that the mix of land uses should comprise housing, both open market and affordable, and employment development. Housing developments fall within Class C3 of the Use Class Order 1987 whilst, for the avoidance of doubt, employment development is viewed by the Council as including those activities within the B Class of the Use Class Order i.e. B1, B2 and B8 respectively.

3.16 At paragraph 1.15 of the Replacement Local Plan there is acknowledgement that Tidworth is a garrison town and that a joint plan, known as the Tidworth Town Plan and Strategy 2000, produced by the MoD, District Council and County Council for creating a greater balance, has now completed its first phase. As a consequence, additional social/community infrastructure and shopping facilities are now in place in the town. It continues by stating that employment opportunities are needed for a significant number of dependents of the armed forces resident in the town and it is these opportunities, which are required to assist in achieving a balanced community.

3.17 The Council acknowledge that the Town Plan and Strategy, also known as the Entec Report, identified a number of land uses and development opportunities and suggested the following: -

Old Rectory/Portando House site.

- Small square or courtyard.

- Housing or small offices.
• Small (parade of) shops (A1, A2 and A3).

Group Practice site.

• Family public house.

• Prestige offices.

• Private apartments.

• Retirement homes.

3.18 Within the overall development strategy the study also identified St Andrews Road as a traffic calmed/safe route and Plassey Road as a cycle friendly route with improved lighting. It identifies the site as being within, what it describes as the A338 Enhancement Corridor between Station Road and Ludgershall Road. As a means of introducing environmental enhancement the Report puts forward a number of measures and this includes street furniture, lighting, tree planting, textured pavements, traffic calming and the removal of the footbridge.

3.19 Against this background of the requirements of Policy HC20 and the findings and recommendations of the Entec Report, the site is considered suitable for a mix of land uses including C3 (Dwellinghouses), Class A3 (Food and Drink) and D2 (Assembly and Leisure) together with a small area of public open space.

3.20 The Council acknowledge that although the commercial proposals are not for B class uses, they nevertheless are anticipated to provide up to 40 jobs, 25 for the A3 use and 15 for the D2 use, on both a full time and part time basis.

3.21 In the situation where the A3 and D2 uses do not come forward, then the Council’s fallback position in this part of the site is that it should be utilised for residential purposes with provision being made for industrial starter units in any scheme. It is acknowledged, however, that the redevelopment of this part of the site for industrial purposes will be required to take account of the setting of the listed church and protected trees.
Highway Considerations

3.22 Issues of vehicular and pedestrian access relate not only to the site’s immediate ingress/egress arrangements but also more generally to the site’s locational aspects in relation to sustainable transport issues.

3.23 Basic facilities in Tidworth can be reached easily on foot and are mostly within 500 metres of the site including the parade of shops fronting Pennings Road, Holy Trinity Church, a public house (The Ram), a pre-school, a junior and an infants school, a recreation area including playground, the community centre and access to public transport. Within 1000m (1km) there is the main shopping area of the town centred on Station Road. At this service centre there are a range of both retail and non-retail uses including two local supermarkets, opticians, dry cleaners, hairdressers, pharmacy, bank, Chinese takeaway, public house, health centre and a free car park with over 100 parking spaces. There is also a bowling centre but this is presently disused.

3.24 Generally the surrounding modern estate roads in and around Tidworth provide well lit, level pavements that are both safe and easy for use by pedestrians.

3.25 Public transport services 7, 8, 9, 15, X19, 63 and 64 connect Tidworth to Salisbury (in the south), Marlborough (to the north), Andover (to the east) and many other surrounding villages. Both Pennings Road and St Andrews Road are identified bus routes (Plan 4). There are existing bus stops to the south east of Portando House and east of the Medical Centre.

3.26 Vehicular access to the site is gained at a number of points. Portando House has frontage car parking to Pennings Road and rear access via Plassey Road. Plassey Road also provides access to the church and church hall. The Medical and Dental Centres are served by two separate accesses direct from St Andrews Road.

3.27 In terms of the redevelopment of the former Portando House site, any vehicular access to the A338 will require the provision of 4.5m x 90m visibility spays in both directions. This high degree of visibility confirms the status of the A338 as being part of the National Primary Route Network. The vehicular access to the housing area should be via Plassey Road. With regard to the redevelopment of the Medical and
Dental Centres, the vehicular access can be provided to the same standard as the existing access to this part of the site.

3.28 Against the provisions of Policy AT9, car parking is required to be in accordance with the current (adopted) standards of the Council. There are maximum parking standards where discounting is based on local accessibility. It is acknowledged, however, that in that part of the site presently identified by Project Allenby/Connaught for a possible Auditorium, consideration will need to be given to coach parking.

3.29 The Council also require that the development of the site will provide enhanced provision for both pedestrians and cyclists. A key element of this requirement is that the site is permeable and there is a clear link connecting the northern and southern parts of the site.

3.30 Finally, the County Council have indicated that consideration will need to be given to the junctions of Pennings Road and St Andrews Road and Pennings Road and Plassey Road. There is also a requirement that the width of Plassey Road should be improved together with the inclusion of traffic calming measures.

Landscape/Townscape Considerations

3.31 The site, apart from its frontage with Pennings Road and St. Andrews Road, is enclosed on all sides by existing built development. Views through and into the site, including the church, are obtained from nearby all points along the site’s frontage of Pennings Road, the A338, and from the large MoD sports pitches on the opposite side of the road and other open space further to the east.

3.32 From St Andrews Road there are views of the group of mature trees at the centre of the site. Within that part of the site occupied by the Group Practice, there are also views towards the church and graveyard, which should be protected and, where practicable, enhanced.

3.33 It is considered that the removal of the County Council owned footbridge straddling Pennings Road and its replacement by a more appropriate public crossing, will significantly enhance the north end of the site and its status as a gateway location.

3.34 Historically, the Rectory and its stables defined the terminus of Plassey Road adjacent to the Church. This building was demolished in the 1960’s and over time
this part of the site was re-occupied by the Church Hall. The council, therefore wishes to create a better “sense of place” at this point by encouraging the provision of a visual and physical focus that is commensurate with the listed church, graveyard, village green, new housing and protected trees. In this case, the provisions of Policy TR22 are relevant which sets out the basis for considering public art.

Conservation Considerations

(i) Archaeology

3.35 The Wiltshire County Council Archaeological Section has been consulted on the Development Brief as the site lies within an Area of High Archaeological Potential as defined by the adopted Kennet Local Plan (1997). Tidworth is located close to a number of particularly important sites including Sidbury Hill and Pickpit Hill.

3.36 The comments of the Assistant County Archaeologist are that, in 1995, Wessex Archaeology undertook a trenching evaluation on the land to the east of the Church. The results and conclusions of this evaluation indicate that, although the excavation was limited, there are a number of archaeological features on the site, dating from the 12th or 13th century or later. The report suggests that these features can be interpreted as domestic refuse pits, wells and garden features such as bedding trenches, garden walls etc. In the area around the site of the former Rectory, the report suggests that the land was severely truncated, probably in the early mid 18th century, and the ground level built up again shortly after.

3.37 The recommendations of the Assistant County Archaeologist is therefore that, in accordance with the advice contained in PPG16 (Archaeology and Planning), a desk top archaeological evaluation of the site takes place prior to the determining of any application for planning permission. Once the extent and condition of any archaeological features and deposits are known it will then be possible to judge the impact of any of the proposals on archaeology and the need for a watching brief during the construction stages.

(ii) Conservation Area

3.38 Although the site is located at the heart of the historic village centre of North Tidworth, it is not defined as a Conservation Area.
(iii) **Listed Buildings**

3.39 There are four listed buildings in the vicinity of the site. The church of the Holy Trinity is a Grade II* listed building. A copy of the statutory listed building description is provided at Appendix B. In summary, the building’s principle exterior walls are of stone rubble with ashlar dressings and extensive red brick patching, whilst internally, the building comprises of a chancel with north organ chamber, a nave with south porch, and a west tower with north vestry. In the 19th Century the church was patched, repaired and restored. The vestry was built in the early part of the 20th Century. Within the churchyard there are two Grade II listed chest tombs, dated mid to late 17th Century, constructed of limestone. Thatchwell Cottage, No. 421 Plassey Road, is a Grade II listed early 18th Century cottage built of roughcast chalk cob with a thatched roof. A copy of this listed building description is also attached at Appendix C.

3.40 The Council requires due consideration to be given to the importance of views across the site towards the church so that its redevelopment due makes a positive contribution to the setting of this listed building. In terms of the redevelopment of the Dental and Medical Centres site, the Council requires that consideration be given to the presence and characteristics of the nearby Barracks in the design of the proposed Theatre/cinema building, its relationship to the open space directly to the south and the avenue of trees along St Andrews Road, and the protection/enhancement of views towards the Church and graveyard.

**Public Amenity Considerations**

3.41 The provisions of Policy HC20 require that the setting of the church is protected and improved. It is considered that this would be best achieved by ensuring that a portion of the land directly to the east is protected from development by its designation as formal public open space or as a “village green”. This area will complement the existing MoD open space area directly opposite the site on the eastern side of Pennings Road. The Council considers that the proposed public open space and existing areas of MoD open space complement each other but would support proposals for the improvement and enhancement of the area east of Pennings Road by appropriate planting, subject to agreement with the MoD.
3.42 The Council requires that the provision of the “village green” in Zone B is the responsibility of the prospective developer for combined zones A and B and requires them to be liable for its long term maintenance. Moreover, in developing Zone B and providing additional car parking for the users of the church, there is the requirement to demolish the existing Church Hall. This community facility will need to be replaced, in consultation with the Church, either as a separate building on the site or by means of an alternative arrangement, in consultation with the military, with accommodation being provided at the nearby Auditorium.

3.43 The provision of the Auditoria (Class D2) on the south part of the site means that in the design of the building consideration must be given to the incorporation of appropriate acoustic mitigation measures because of its proximity to existing nearby housing. In this regard, the provision of Policy PD 1 is applicable.

3.44 Directly adjacent to the post office is an existing but informal car park. This does not have the benefit of planning permission and is unauthorised. However, as noted in paragraph 3.7 above, consideration will be given to allowing the general public to use the car park of the Auditorium once these proposals have been formalised.

3.45 Directly adjacent to Portando House is the existing steel footbridge owned by the County Council. This was erected some 25 years ago to provide a safe link for children from the Zouch housing estate in the west, across Pennings Road, to the school in the east. Indications are that the County Council is prepared to finance the removal of the bridge subject to agreement with the Parish Council. Discussions with the parish council have indicated that to compensate the loss of the bridge they have advised the County Council that the existing zebra crossing in Pennings Road must be upgraded to a pelican crossing at their expense. The removal of this structure accords with the advice in the Entec Report.

Design Considerations

3.46 The local plan seeks to provide sustainable design principles which require developments to consider: -

- Minimising environmental impact by designing and constructing buildings so that they minimise resource and energy consumption;
• Sources of energy, including renewable, that make them efficient which should include taking account of factors such as solar gain, insulation, overshadowing, shelter from wind etc;

• The water cycle;

• Including a degree of flexibility into the design of the building so that, after its effective life, there is scope for conversion with limited adaptation;

• The use of recycled materials; and

• Previously developed land within existing urban areas.

3.47 In promoting sustainable development, the Local Plan through Policy PD 1 referred to previously, requires that all new developments consider the principles of design and these should include the following:-

1. Scale, height, massing and density of development

The 2 and 3 storey buildings of the nearby Garrison, although not within the public domain, are the most dominant features in the west part of the town being of a scale and mass that is complementary to their military function and appearance. In the east part of the town, the majority of the buildings are of a more domestic scale.

The town of Tidworth is characterised by low to high-density residential areas with the majority of properties being typically detached, semi-detached and terraced properties with relatively good-sized gardens. There are also flatted developments in the east part of the town.

Existing properties surrounding the site are typically of two storeys with pitched roofs although Portando House incorporated pitched dormer windows in its roof. The Council considers that in seeking to promote development on the site, careful consideration will need to be given to the issue of overlooking.

In order to add interest to the streetscene, the roofscape should be varied through the addition of chimneys, variations in degrees of pitch and the inclusion of a variety of gable ends. Such measures would respect and enhance the wide variety of roofing materials found within the immediate
surrounding area where existing properties incorporate thatch, a predominance of red clay pan tiles but also (welsh) slates hung regularly and in “fish scale” patterns.

2. **Relationship to Townscape and Landscape Context**

In seeking to promote a development that makes a positive contribution to the area, it is necessary that all three zones adopt a design approach, which pays particular attention to, and takes a point of reference from, the original historic core of North Tidworth. It is considered that such an approach would provide a site with its own particular character and sense of place.

It is also clear that the historic and listed church is a focal point and as such, in seeking to protect its setting, it is important that existing views are retained and enhanced.

Consideration will also need to be given to enhancing the role of Plassey Road adjacent to the Church. At present, it is very much ignored and functions as a under utilised back road. It is important that this image is reversed and a new sense of place introduced via the construction of a feature dwelling/structure of considerable scale and appropriate detailing to serve as a terminus to Plassey Road in a manner formally achieved by the Rectory and its stables.

3. **Layout, Servicing and Access Arrangements and Road Safety**

Careful consideration will need to be given to the proximity of adjacent residential, communal and commercial properties and to the layout of access/circulation roads within the site. The protection/enhancement of views as previously mentioned above, will also need to ensure that key buildings remain unobstructed by any new development.

Another important factor concerns the need to make the whole site permeable and accessible by those on foot. The early OS maps of the settlement, for instance, indicate that, for over 100 years, there has been a footpath link between the existing church and former, now demolished, rectory to the main road (Pennings Road). This amenity should be retained and improved. There is also an existing, but presently closed, footpath from the church to the
Medical Centre via the graveyard. It is preferable that this should be reinstated and improved by the inclusion of a link to St Andrews Road but the Council acknowledges that the need for the military to make the Auditoria site secure is an important factor.

4. Creating a well used, attractive and safe public realm

Across the site as a whole surveillance is an important factor that will ensure the safety of the general public, including soldiers, is not compromised. The status of the settlement as a Garrison town means that there is a strong and close relationship between the military and civilian populations. This means that careful consideration will need to be given to the design, layout and orientation of all new buildings so that they avoid the creation of blind and unsurprised areas that in turn might encourage, rather than deter, crime. The lighting of the buildings and their curtilages will be an important consideration. These principles are the same for the provision/reinstatement of footpaths, as their alignment must also reduce the fear of crime.

5. Landscape Proposals

The existing landscape context of the buildings is very limited in terms of their hard and soft landscaping. The curtilage of Portando House is mostly covered in tarmac, whilst the Dental and Medical Centres also have areas of tarmac broken up only by grassed areas. The land in front of the church is unkempt and overgrown.

Despite this generally poor surface level context definition, at the sites margins and across a central spine of vegetation, there is a number of significant indigenous hedgerow trees a number or which are already the subject of Tree Preservation Orders. This central bank of trees, comprising Ash, Sycamore, Yew and beech, divides the site almost in half.

In order to facilitate the redevelopment of the land adjacent to the church hall and post office for residential purpose, it will be necessary to remove the existing Scotch Pine. Provisional investigations have found the tree to be in a poor physical condition. The Council will require its loss to be compensated by additional indigenous planting.
6. **Relationship to Historic Context**

In formulating this section, reference has been made to a range of archive material including historic maps and documents. The early OS maps, in particular, reveal that the part of Tidworth that forms the subject of this Development Brief was until the advent of the Army in the late 19th Century, a small village strung out along the old Oxford-Salisbury Road. At the southern end of this village, the (listed) church was located to the west of the main road, with the Rectory house immediately southeast of the church with a farmstead, (demolished in the mid 19th Century), further west. During this time, there were also two other large farmsteads; Zouch Farm and Manor Farm. Zouch Farm was on higher ground north west of the church and away from the main road; Manor Farm, at the north side of the road, east of the bend, was rebuilt in the early 20th Century. A few of the old cottages still survive. Two stand near the church, whilst several estate cottages, including three that are of brick and flint, stand at the old bend of the main road. There is also an 18th Century cottage which stands in the back lane whilst a 19th Century flint and brick house stands at the junction of this back lane and a new section of road which was replaced in the 1930’s.

The Ram Inn, to the north of the site, can be traced back to the late 1840’s. This was largely rebuilt in the 1920’s, and it still acts as the village “local” for off duty soldiers.

7. **Elevational Treatment**

The existing buildings on the site are modern in both their design and appearance. The nearest building of any architectural and visual interest, apart from the church, is the Officers Mess to the south west of the Dental Centre. Although this building is dominant in the townscape, the Officers Mess contains some interesting architectural features that include its symmetry of 7 bays; central entrance loggia of brick piers and ionic columns; bay windows and plate glass sashes throughout. The building is austere late classical in design. It has a strong sense of military functionalism and formalism. It is, however, not over bearing and still has a scale that fits in with
other buildings in the vicinity. The council acknowledge that, in seeking to
provide the Auditoria, which will be used principally by the military and shared
by the civilian population of the town, it is appropriate to design a building that
has a close relationship to the Garrison. The council will encourage a design
that is innovative of quality design, durable, energy efficient, and prestigious
that presents a positive image of public investment, value for money and of
the Army, and which is of contextual design commensurate with its historic
setting.

To the north of the significant landscape belt that divides the site into two
distinct elements, existing domestic buildings along Plassey Road and
Pennings Road also provide a point of reference including a variety of
architectural features such as porches, hipped roofs etc. Photographs,
reproduced at Appendix D, show those elements in context with a number of
short notes that highlight particular features of interest.

8. Building materials, colour and detailing

Geologically, the whole town is situated on chalk, overlain by clay-with-flints
on the edge of Salisbury Plain. Additionally clay from the Reading Beds
outcrops on Sidbury Hill.

The relative isolated location of the town means that early development had to
make the most of limited resources for building. The absence of sarsen (e.g.
Sandstone) was compensated by the presence of flints lying on the surface or
available in local quarries. The flints were used in two ways; in the walls that
enclosed farmyards they were used in their natural irregular shapes, but for
the residential properties the square knapped flints were used. As a building
material, flint is extremely hard and durable.

Traditionally local building methods also involved the use of cob which
comprises unbaked clay. In seeking added strength for the clay it was usually
mixed with powdered chalk. The provision of an unbaked building material
required it to be protected both from rising damp and rain. The foundations of
the building were usually stone. The sides were often rendered with
powdered chalk or whitewash and the roof, usually of thatch, would have a large overhang.

In the vicinity of the site, there are good examples of properties with historic and vernacular architecture. Using the statutory listed building descriptions published by English Heritage, these properties can be found at the following locations: -

1. Pair of cottages, Pennings Road - dispersed brick and flint with thatched roof.
   - partly rendered and painted timber casement windows.

2. House, Zouch Farm Road - flint laced brickwork
   - timber casement windows.

3. Cottages, Pennings Road - flint with brick and chalkstone bonding and quoin
   - timber casement windows.

4. Cottages, Plassey Road - roughcast chalk cob with thatched roof
   - paned timber windows.

These materials and features provide the basis for any new buildings on that part of the site identified for the Class A3 (Food and Drink) and C3 (Residential) uses. In designing such buildings, consideration is expected to be given to the following:

- Red brick, preferably hand made/reclaimed (if possible).
- Brick and flint (but only if well done).
- White/Pastel colours.
- Hipped/half hipped ends on roofs.
• Tall chimneys (in brick).
• Painted stone or wood lintels (with possibly gothic revival).
• Pantile roofs red or slate (or both).
• Thatch.

The status of the settlement as a Garrison town has meant that since the beginning of the 20th Century the Ministry of Defence, and its predecessors, has enforced its own very distinct architecture that was characteristic of the British Army in its heyday. Built mostly during the Edwardian period (1903 – 1910), many, if not all, of the buildings within the Garrison are constructed of Red brick in English bond with slate roofs and sash windows.

The Council, as noted above, are supportive of innovative building designs and accept that reproducing the former military formalism and functionalism of the nearby Garrison may or may not be appropriate on that part of the site identified as being suitable for the Auditoria. It is conceived that any new building on this part of the site should be complementary to the Garrison and be constructed of appropriate materials.

Other Considerations

(i) Affordable Housing

3.48 Within the provisions of Policy HC20, HC 28 and HC 31, there is a requirement that the development of the site for housing should be for a mix of types including both open market and affordable.

3.49 In 1997, the Council updated its district wide survey of Local Housing Need where the results identified that, within the Tidworth sub-area, it is expected over the next 5 years, i.e. to 2006, to face a shortage of affordable housing. The report goes on to indicate that, relative to supply, Tidworth appears to have a significant housing need problem with an overall shortfall of 55 units.

3.50 That part of the site considered suitable for housing purposes has been assessed and found to be only suitable for up to, say, 8 to 10 units. The Council would wish to pursue the provision of affordable homes on this site, as there is evidence of local
housing need. However, as the Brief only proposes up to 10 residential units on 0.45 ha in Zone B, an affordable contribution will not currently be required. Provided that if the proposed number of units or the residential site area increases the Local Planning Authority will require an affordable contribution of 30% subsidised affordable housing and 20% low cost market housing. Any affordable contribution will be subject to relevant Government guidance at the time of a planning application.

(ii) Planning Benefits

3.51 Within the provision of Local Plan Policy PD1, the Council may seek planning obligations, as one of three measures, to mitigate the developments. This requirement, however, will only be sought if it is considered necessary; relevant to planning; related to the development, and is fair and reasonable in relation to the scale and kind of the development. Prospective developers are advised to consult the advice contained in paragraph 1.42 to 1.45 in the Replacement Local Plan.
SECTION 4: DEVELOPMENT OPPORTUNITIES

4.0 The requirements of Policy HC 20 are that the Planning Brief site is suitable for a mix of uses including housing and employment development. The Council accepts, however, that other forms of development can provide opportunities for employment in terms of job creation. For the purposes of preparing the Planning Brief, the site has been divided into 3 distinct zones which are identified on Plan 5B.

4.1 In seeking to address this point, the proceeding section has been written on the basis of “preferred” and “alternative” land uses for each zone. Careful consideration has been given to the formulation of the proposals for each zone to ensure that the requirements of criterion (a), (b), (c) and (d) of Policy HC 20 have been met.

4.2 Set out below is a description of each zone as follows:

**Zone A**

**Site**
Former Portando House, corner of Pennings Road and Plassey Road.

**Area**
0.20 ha (plus 0.15 ha for village green)

**Preferred Land Use**
Residential in view of its proximity to existing housing fronting Plassey Road.

**Building Design Principles**
Cottage style.

**Vehicular Access**
Direct from Plassey Road with visibility splay in accordance with advice in PPG 13. Strip of land on corner with Pennings Road required for highway.

**Car Parking:**
Spaces should be constructed to a minimum of 2.4m x 5.0m with a minimum aisle width of 6m.
The number of spaces per dwelling should be provided in accordance with advice in PPG 3.

**Landscaping**
All boundaries to be treated with appropriate tree and shrub planting.

**Job Creation Capability**
Not applicable.

**Alternative Land Use**
None identified.

**Zone B**

**Site**
Former Rectory site involving unkempt ground, car park and church hall, Plassey Road.

**Area**
0.31 ha (plus 0.08 ha for car parking area for church)

**Preferred Land Use**
Class A3: A public house restaurant with overnight accommodation and where practicable a childrens play facility.

**Building Design Principles**
Landmark building of 2/3 storeys in height built of red brick and flints with roof of thatch/pantiles/slate.

Building should be located so that it utilises its road frontage.

**Vehicular Access**
Direct from Pennings Road with visibility splay in accordance with advice in PPG 13. All customer cars and deliveries to be made from this point.
Car Parking
Spaces should be constructed to a minimum of 2.4m x 5.0m with a minimum aisle width of 6m.

Number of spaces should be provided in accordance with the Council’s adopted standards.

Landscaping
Existing trees along southern boundary with Zone C to be retained and protected.

Existing Scotch pine in vicinity of church hall to be removed to facilitate development of site.

Job Creation Capability
Anticipated that up to 25 jobs could be created.

Alternative Land Use
Residential similar to that proposed in Zone A.

Zone C

Site
Group Practice, St Andrews Road including land adjacent to petrol filling station in the ownership of Kennet District Council.

Size
0.96 ha

Preferred Land Use
Site identified by the Project Allenby/Connaught for an Auditorium for use principally by the military and shared the civilian population of the town.

Building Design Principles
Landmark building of 2/3 storeys in height built of appropriate materials.
Building to have double frontage.
Elevation to front southern boundary of tree lined avenue with aspect looking towards MoD sports pitches.
Elevation to front northern boundary with aspect looking towards graveyard and church.

Requirement for a security fence and post at the main entrance built along very similar lines as those at Tidworth Leisure Centre.

**Vehicular Access**
Direct from St Andrews Road with visibility splay in accordance with advice in PPG 13.

Provision to be made for footpath link to Zone B. Gated access required for security reasons.

**Car Parking**
Spaces should be constructed to a minimum of 2.4m x 5.0m with a minimum aisle width of 6m.

Number of spaces to be provided in accordance with Council's adopted standards.

Provision to be made for coach parking and cycle stands.

Car park made available to the general public using the nearby parade of shops.

**Landscaping**
All boundaries to be treated with appropriate planting.

Existing trees along northern boundary with Zone B to be protected and incorporated into scheme.

**Job Creation Capability**
Estimated that up to 20 jobs, both full and part time, could be created by the proposal.


Alternative Land Use

If the preferred land use referred to above is no longer required by the MoD through the Project Allenby/Connaught, then the alternative land use for this zone would be a mix comprising principally residential and employment uses within any scheme. The location of buildings associated with such uses would need careful consideration, and would need to acknowledge the distribution of existing and proposed land uses. In this regard, it is considered that the residential uses should occupy the west half of the site and the employment uses occupy the east half of the site. Particular attention must be given to the matter of noise associated with the proposed industrial activities, and provision of mitigation measures so that the amenity enjoyed by residents is not harmed and compromised. Other matters of importance include the hours of operation, storage of hazardous materials, servicing etc. In this regard, the Council would consider imposing planning conditions on the development including, where appropriate, additional control through a legal agreement.
SECTION 5: SERVICES AND INFRASTRUCTURE

5.0 The site, being within the built up limits of Tidworth and having a long history of uses, has well-established services and infrastructure.

The main service providers, however, have been consulted on this Development Brief, and responded as follows: -

Gas (Transco)

Information, together with plans, received from Transco is contained in Appendix A.

Electricity

Information, together with plans, received from Scottish and Southern Energy Plc is contained in Appendix B.

Environment Agency

Information received from the Environment Agency is contained in Appendix C.

Drainage

Information together with a plan received from Wessex Water is contained in Appendix D.
SECTION 6: PLANNING APPLICATION REQUIREMENTS

6.0 The application(s) will need to be accompanied by the following:

1. **Design Statement**

   Within the provisions of the advice contained in PPG1 General Policy and Principles (1997) the statement should demonstrate how the design of the proposed development would integrate with existing development, townscape and landscape.

2. **Landscape Plan**

   Full details of both the retention of existing vegetation on the site and the planting within and around the development will be required. Consideration will also need to be given to hard landscaping.

3. **Additional Supporting Information**

   This will include:

   (i) Provision of an Archaeological Evaluation as and when each zone comes forward for development.

   (ii) Proposals for the management and maintenance of the village green/open space (Zone A/B).

   (iii) Opportunities for community use in the Auditorium (Zone C).

   (iv) Proposals for the servicing of the Class A3 (Public House Restaurant (Zone B)) and Class D2 (Auditorium (Zone C)) buildings.

   (v) A schedule of materials for all buildings (Zone A, B and C).

   (vi) A Traffic Assessment, including details of all highway works on and off the site (Zone A, B and C), in accordance with the provisions of Policy AT 2 of the Local Plan.

   (vii) An operating statement for the Class A3 uses (Public House Restaurant (Zone B)).
(viii) Provision of a Flood Risk Assessment.

(ix) Confirmation of measures to protect groundwater quality.

(x) Confirmation of a method statement from the developer setting out the undertakings to avoid risk of pollution during the construction phase.

(xi) Provision of an ecology report to include a protected species survey including mitigation measures.

4. **Environmental Impact Assessments**

Against the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, none of the land uses proposed fall within either Schedule 1 or Schedule 2 developments and therefore they will not require the submission of an Environmental Impact Assessment.
**SECTION 7: PUBLIC CONSULTATION**

7.0 The provisions of PPG 12: Development Plans (January 2000), in particular, paragraph 3.16, advises that the weight to be given to this SPG will be dependent upon it being derived out of and consistent with the Development Plan and has been prepared in a proper manner in consultation with the general public, business and other interested parties.

7.1 The period and process of public consultation can be summarised as follows: -

<table>
<thead>
<tr>
<th>Date</th>
<th>Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>05.07.2002</td>
<td>Formal contact made with County Archaeologist.</td>
</tr>
<tr>
<td>09.07.2002</td>
<td>Meeting with Wiltshire County Council to discuss access and highway matters.</td>
</tr>
<tr>
<td>07.10.2002</td>
<td>Presentation made to the meeting of the Residents’ Forum, Community Centre, Tidworth.</td>
</tr>
<tr>
<td>09.06.2003</td>
<td>Consultation letters, including a draft copy of the Planning Brief, sent to 89 specifically identified consultees and where comments to be returned by the 7th July 2003.</td>
</tr>
<tr>
<td>12.06.2003</td>
<td>Consultation letter, including copy of draft Planning Brief, sent to Wessex Water for comment.</td>
</tr>
<tr>
<td>18.06.2003</td>
<td>Presentation of proposals made to meeting of Residents’ Forum, Leisure Centre, Tidworth.</td>
</tr>
</tbody>
</table>
19.06.2003 Copy of consultation letter, including copy of Planning Brief, sent to three local residents following attendance at public meeting.

Copy of consultation letter, including copy of draft Planning Brief, sent to owner of adjoining site.

07.07.2003 Deadline date for comments on Draft Planning Brief.

08.07.2003 Interview and discussion of proposals on local Garrison Radio.


09.08.2003 Draft of Planning Brief presented to the meeting of the Planning Policies Executive Committee of Kennet District Council.

7.2 At the meeting of the Residents’ Forum on the 18th June 2003 a visual presentation of the proposals was made using enlarged copies, at A1 size, of Plan 1: Site Location and Plan 5D: Land Uses and Development Opportunities. As the basis for encouraging local residents at the meeting to comment on the proposals a “consultation sheet flyer” was provided so that it could be taken away, completed and returned at their convenience. Following the meeting enlarged Plan 1 and 5D, together with copies of the consultation sheet flyer, were kept on permanent display in the foyer of the Leisure Centre up to and including the 7th July 2003.

7.3 A review of the representations from the statutory consultees and general public indicated that their main areas of concern related to the following:

- Provision should be made in the brief for the submission of a Traffic Assessment.
- Provision should be made in the brief for the submission of a Flood Risk Assessment.
- Provision should be made in the brief for the submission of an Ecological Assessment.
- Consideration should be given to protecting the trees.
- Consideration should be given to assessing potential additional traffic congestion on the A338.
• Consideration should be given to omitting reference to a fast food outlet.
• Consideration should be given to retaining the existing car park serving the parade of shops.
• Consideration should be given to restricting public access to the car park serving the auditorium.
• Consideration should be given to scrapping the existing pedestrian crossings in the vicinity of the site.
• Consideration should be given to providing a food led operation in the proposed public house restaurant.
• Consideration should be given to providing a children’s play facility in the public house restaurant.
• Consideration should be given to the problem of flooding.

7.4 Section 6 of the brief was revised to make specific reference to the submission of Traffic, Flood Risk and Ecological assessments. The submission of these reports, in association with a planning application, would be required to address the concerns raised about flooding and traffic congestion in the vicinity of the site.

7.5 The brief already included reference to a Tree Preservation Order, which protects some of the trees on the site.

7.6 Reference to the fast food outlet was omitted from the brief, as the site was considered unsuitable for such a use on highway and amenity grounds.

7.7 Consideration to retain the existing car park was rejected as it was unlawful and should be removed. Alternative car parking formed part of the proposal to develop Zone C as an Auditorium, which although a military establishment, would be open for use by the general public.

7.8 The brief advised that the existing public crossings were the responsibility of the County Council who were in discussion with the Parish Council to have the footbridge removed.

7.9 Originally, the land uses in Zones A and B were reversed with the public house restaurant occupying the former and housing occupying the latter respectively. On the basis of acknowledging the amenity of those local residents living in Plassey Road
the land uses were reversed prior to the publication of the brief with the public house restaurant now sited adjacent to the parade of shops.

7.10 Section 4 of the brief was amended to make reference to the provision, where practicable, of a children’s play facility associated with the public house restaurant.

7.11 Section 6 of the brief was amended to make reference to the submission of an operational statement for the public house restaurant and which would also be expected to cover the matter of the liquor license issued by the local Magistrates in Salisbury.

7.12 Finally, a full report, including a copy of the draft Planning Brief, was presented to a meeting of Kennet District Council’s Planning Policies Executive committee on the 9th September 2003. The Committee’s resolution was: -

“THAT the development brief for land at Pennings Road and St Andrew’s Road, Tidworth, be adopted a supplementary planning guidance for the purposes of Development Control.”
PLANS
**Defence Estates (MOD)**

**Proposed Land Uses and Development Opportunities**

- **A3 Food & Drink**
- **B2 Industrial**
- **C3 Residential**
- **D2 Auditoria**

**Site boundary**

- Village green as setting to church
- Trees retained
- Strategic planting
- Gated access for improved security
- Car parking area for users of church and graveyard
- Possible area for public parking

- Vehicular access
- Pedestrian route and access
- Landmark building with road frontage, car parking, servicing & landscaping
- Focal point to create visual and physical focus
- Views

**Area for possible road improvements**

**Protected view to church**

**Existing zebra crossing**

**Existing bus stop relocated and shelter provided** (to County Council Specification)

**Legend**

- **A**
- **B**
- **C**

**Map Scale**

1:1250

**Prepared by**

JWD 0345 08/1d

**Planning, Transport and Environment**
APPENDIX A

TRANSCO – INFORMATION AND PLANS
31/07/02

Gary Llewellyn
R P S Consultants
Fiarwater House
1 High Street
Wroughton
Swindon
Wiltshire
SN4 9JX

Dear Gary Llewellyn,

Re: Land at Pennings Road and St Andrews Road, Tidworth, Wiltshire

Thank you for your enquiry dated 12/07/02, I have pleasure in enclosing a copy of an ordnance extract having shown thereon the size and approximate line and depth, where known, of the Company's plant.

It is regretted that no records are kept of the positions of gas services to individual consumers, but it should be assumed that a service exists to each property from the nearest main. Each individual service should be located by a hand dug trial hole prior to the commencement of your works.

I would like to draw your attention to the medium pressure main which is located within the vicinity of your site. No mechanical plant should be used within 1m of this main.

The site at Land at Pennings Road and St Andrews Road, Tidworth, Wiltshire will be in the vicinity of an above ground gas pressure reducing station. No excavation may take place within 10m of the station unless prior agreement has been made with the Transco Plant Inspector. No mechanical excavation is permitted within 10m of the station and extreme care must be taken when hand digging to avoid damage to mains, valves, small impulse lines and other gas apparatus.

Access to the station site and associated valve covers must be kept clear at all times to enable Transco personnel to carry out inspection and maintenance. Safety devices within the station building may be caused to operate by excessive vibration and should your works involve vibrating plant or equipment this must be notified to Transco in advance.

Should you require further information with regards to a quote for gas supplies please contact our Rotherham office - (01709 845 533) submitting your requested potential gas loadings.

Yours faithfully,

Steve Thomas
Plant Protection Team
This plan shows only those pipes owned by Transco plc in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GTs and also privately owned may be present in the area. Information with regard to such pipes should be obtained from the owners. The information shown on this plan is given without obligation, or warranty, and cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Transco plc, its agents or servants for any error or omission. Safe digging practices, in accordance with HSG47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that the information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.
APPENDIX B

ELECTRICITY – INFORMATION AND PLANS
Dear Sir/Madam

Pennings Road

In response to your enquiry of 12/07/02 regarding the location of electricity cables and equipment at the above, copies of our Record Plans are enclosed.

The plans show the positions and normal depths for the buried cables etc. when they were installed. It must be stressed, however, that alterations to road alignments, surface levels and buildings may have been made subsequent to the records being taken. If you find plant or cables that are not marked or are incorrectly marked, then you are required to contact us as soon as possible to give us the opportunity to amend our records.

It has not been possible to transfer our mains records onto your plan. Please note that the plans supplied are based on the location/depth information supplied by yourselves and, therefore, you must satisfy yourself that our plans supplied adequately cover the area that you require.

Please note that these records only show plant owned by Scottish and Southern Energy plc. There may be other privately owned plant in the area, which is outside the control of Scottish and Southern Energy plc. You should check with the Local Authority, National Grid Co., Department of the Environment, other Regional Electricity companies etc. before proceeding.

Avoidance of DANGER from BURIED CABLES

For more information, consult the Health & Safety Executive’s booklet HSG47 - obtainable from the HMSO. Guidance notes are contained in Scottish and Southern Energy's 'Watch-It' leaflet, which sets out various do's and don'ts when digging near buried cables.

I would particularly draw your attention to the need to take trial holes to determine the exact position and depth of cables to avoid the risk of injury to staff or damage to the cables.

Where our Record plans indicate the presence of cables with a voltage exceeding 11,000 volts then you are advised to contact our Local Depot section on the above telephone number before commencing any excavations within the vicinity of these cables.

Avoidance of DANGER from OVERHEAD LINES

For more information, consult the Health and Safety Guidance Note GS.6 obtainable from HMSO. Scottish and Southern Energy's 'Watch-It' leaflet outlines the precautions to be taken.
If in any doubt about the safety of working in the vicinity of overhead lines, please do not hesitate to contact our local depot at the above number.

Cable Records - Service Connections

The location of service cables to individual properties, street lighting, traffic signs, telephone kiosks etc. installed prior to the introduction of the Electricity Supply Regulation 1988 dated 1st October 1988 are not shown on the enclosed plans but details are available from our local depot READING tel 01189-465500.

General Advice

a) Please ensure, where appropriate, that your CONTRACTORS have a copy of this letter and the enclosed plan(s).
b) Please note that the cost of any repairs or claims against Scottish and Southern Energy as a result of your works will be invoiced to you or your contractor.
c) Scottish and Southern Energy retains the right to its property, including disconnected cables and recoverable materials.

Should you require further information, please do not hesitate to contact me on the above telephone number.

Yours faithfully,

[Signature]

Mapping Services

Enclosures:

- Mains Record Plans HV : Y
- Mains Record Plans LV : Y
- 'Watch-It' for working near O/H lines : Y
- 'Watch-It' for digging near U/G cables : Y
- Other : 
Scottish and Southern Energy plc

L.V. MAINS RECORD

Grid Ref.: SU23414897
Scale: 1:1250
Date: 22/07/2002
APPENDIX C

ENVIRONMENT AGENCY - INFORMATION
Date: 30 July 2002

Gary Llewellyn
RPS
Fairwater House
1 High Street
Wroughton
SWINDON
Wilts
SN4 9JY

Dear Mr Llewellyn

PREPARATION OF DEVELOPMENT BRIEF
LAND AT PENNINGS ROAD & ST ANDREWS ROAD TIDWORTH WILTS

Thank you for your letter dated 16 July 2002.

Flood Risk

The Environment Agency has recently completed a Flood Studies Report for Tidworth as part of the on-going Section 105 Floodplain mapping. From this study the 1 in 100 year floodplain envelope has been produced, along with modelled flood levels along the River Bourne. Should you wish to obtain an extract of the up to date Section 105 and or the modelled flood levels, please contact Andy Bremford at this office on 01258 483389.

We do not consider that the proposed development as set out on drawing number JWD.0345:05/2a would reduce either the fluvial flood flow conveyance or flood water storage capacity of the 1 in 100 year flood plain. Accordingly, there would not be any significant flood risk to the development or an increase in flood risk elsewhere. It is, however, suggested that topographic information should confirm the extent of the fluvial floodplain along the riverward edge of the site.

We are aware that other issues can trigger localised flooding beyond that due to fluvial flow, e.g. surface water drainage/surcharging, high ground water levels and overland flow during intense rainfall events. Hence any development of this site must include appropriate land drainage/sewerage measures to minimise flood risk from these other sources. Such measures should not increase flood risk to third parties. Mitigation measures might include:

- Raising finished floor levels to minimise flood risk.
- Measures to prevent ponding.
- Measures to prevent ponding.

Details of Sustainable Drainage (see enclosed) that would limit surface water discharge during a 1 in 100 year storm to the existing peak green field run off during a 1 in 1 year event...
by the provision of attenuation or soakaways. Maintenance of overland flow paths from surrounding land.

(You will also need to take into account the comments below regarding protection of groundwater at this location).

Please note that any work in, under, over or within 8.00 metres of the river bank will require Land Drainage Consent, as will any new surface water outfall.

**Groundwater Protection**

The development is situated within the Source Protection Zone I of Tidworth boreholes, as defined in the Agency’s Policy and Practice for the Protection of Groundwater.

Measures must therefore be taken to ensure that there is no adverse impact from this development on groundwater quality. In particular the development should be connected to the public foul sewerage system and constructed of a suitable quality to ensure that there is no leakage to ground. You are advised to discuss such drainage arrangements with Wessex Water Services Plc.

Only clean and uncontaminated surface water from roofs can be discharged to ground via soakaways. Downpipes from properties should be designed to prevent foul inputs and/or wrong connections. Any discharges to ground would need to be via an adequately designed, constructed and maintained oil interceptor.

Yours sincerely,

*MARGARET CHEETHAM*

Planning Liaison Officer
Dear Mr Llewellyn

DEVELOPMENT BRIEF, LAND AT PENNINGS ROAD & ST ANDREWS ROAD, TIDWORTH, WILTS

Thank you for consulting the Environment Agency on the Development Brief for the above site, a copy of which was received at this office on 10th June 2003.

The Agency has no objection in principle to the development within the brief, provided that the following requirements, are met within the planning process and the design of the scheme. The Agency would also like to make the following recommendations relating to the proposals described in the brief.

Section 3: Planning Considerations for site development

To include reference to policy NR17 - Flooding from Surface Water run-off contained within the Replacement Kennet District Local Plan Second Deposit.

The Agency considers that provision of limitation of surface water run off should be include within any initial layout to ensure that adequate space is made from the offset to maximise benefits available from a suitably designed Sustainable Drainage scheme that will be required to limit surface water discharge from the site during a 1 in 100 year storm to the existing peak green field run off during a 1 in 1 year event.

Section 6: Planning Application Requirements - 3. Additional Supporting Information

To include:

Flood Risk Assessment (FRA) as defined in Appendix F of Planning Policy Guidance Note 25 - Development and Flood Risk

The assessment should identify measures to mitigate residual flood risk and any restrictions imposed by climatic change. Other issues to be examined within the FRA that can trigger
localised flooding beyond that due to fluvial flow include surface water drainage/surcharging, high ground water levels and overland flow during intense rainfall events. Mitigation measures may include Raising finished floor levels to minimise flood risk and maintenance of overland flood routes.

General Recommendations for Development Brief:

Groundwater Protection

The development is situated within the Source Protection Zone I of Tidworth boreholes, as defined in the Agency's Policy and Practice for the Protection of Groundwater.

Measures must therefore be taken to ensure that there is no adverse impact from this development on groundwater quality. In particular the development should be connected to the public foul sewerage system and constructed of a suitable quality to ensure that there is no leakage to ground. You are advised to discuss such drainage arrangements with Wessex Water Services Plc.

Only clean and uncontaminated surface water from roofs can be discharged to ground via soakaways. Downpipes from properties should be designed to prevent foul inputs and/or wrong connections. Any discharges to ground would need to be via an adequately designed, constructed and maintained oil interceptor.

Pollution Prevention

The Agency recommend that because of the need to protect and safeguard the environmental qualities of the site and the scale and likely programme of construction the Local Planning Authority should seek undertakings from the applicant/developer to minimise detrimental effects to natural/water environmental features of the site and the risks of pollution. Such undertakings should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes.

I hope this information is of assistance to you, if you require further information please contact me at the number below.

Yours sincerely

T. J. Furmidge
Planning Liaison Officer

Please ask for Tim Furmidge on 01258 483305
or e-mail tim.furmidge@environment-agency.gov.uk
APPENDIX D

WESSEX WATER - INFORMATION
Mr Gary Llewellyn  
RPS Planning, Transport and Environment  
Fairwater House  
1 High Street  
Wroughton  
Swindon  SN4 9JX

25 June, 2003

Dear Mr Llewellyn

RE: DRAFT DEVELOPMENT BRIEF FOR LAND AT PENNINGS ROAD AND ST ANDREWS ROAD, TIDWORTH

I refer to your enquiry regarding proposed development on the above site. I enclose an extract from our record drawings showing the location of public foul sewers and water mains in the vicinity. Our comments are as follows:

Drainage

The development is located within the area of North Tidworth where the foul sewerage system is operated by Wessex Water.

The area to be developed is at a low point on the public sewerage system. The sewers in this catchment suffer ground water infiltration in the winter due to very high groundwater levels. The river also floods the road in the area, which leads to direct runoff into the sewerage system.

Wessex Water is currently involved with the Parish Council, Environment Agency, the Highways Authority and local landowners in investigating solutions to flooding problems.

Until flood alleviation works to prevent river flooding and infiltration into the public sewer system the risks of internal flooding to properties are of concern. You will appreciate as manholes are overflowing in the highway as a result of infiltration into the sewerage system, there is little benefit in carrying out any sewerage improvement works that may be required, until the river flooding problems are resolved.

The land drainage issues have been referred to by the Environment Agency in the development brief. Any development of the site must include appropriate land drainage measures to minimise flood risks. We recommend that minimum floor levels are required for this development to prevent risks of both river and sewerage flooding. 
There are no existing public surface water sewers in the vicinity. Surface water should not be discharged to the foul sewer.

Surface water drainage direct to the watercourse is required. The Environment Agency and your Council will need to agree requirements for discharge approval. They will need to be satisfied that the additional rate of run off will not lead to an increase in flood risks to land or other property. It will also be necessary to consider that the surface water drainage system will operate under bank-full conditions at times of heavy storms.

**Water Supply**

Thames Water are responsible for water supply in this area. The developer should contact them direct on their requirements.

We recommend that the above advice on drainage and water supply infrastructure should be included in section 5 of Services and Infrastructure of the Development Brief.

The developer is advised to contact the Developers Group, Wessex Water, Claverton Down, Bath, BA2 7WW for further advice.

Yours sincerely

Sophie Peacock
Technical Administrator
DEVELOPERS GROUP

Direct line: 01225 526297