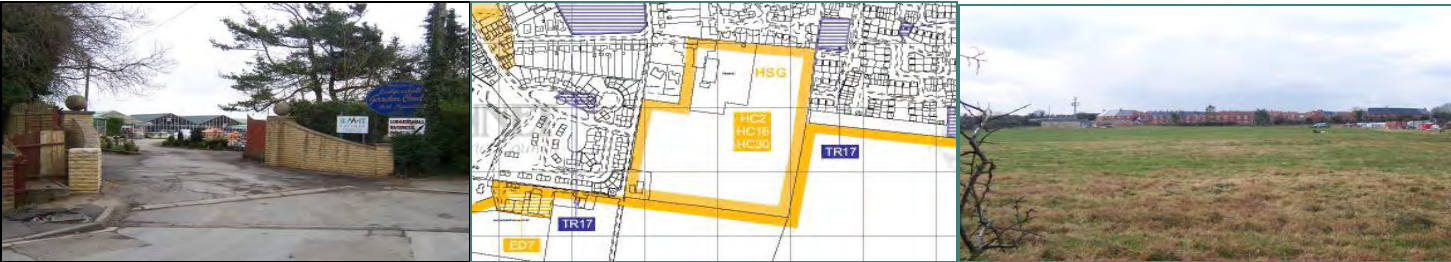


Granby Gardens, Ludgershall

Planning Brief

The Garden Centre, Granby Gardens, Ludgershall, Wilts.  
Draft For Consultation

July 2006



# Granby Gardens, Ludgershall

## Planning Brief

**For the Garden Centre, Granby Gardens, Ludgershall, Wilts. SP11 9RG.**

**Prepared for HA Watton & Sons.**

### *Foreword*

*This Planning Brief has been prepared to support an outline planning application in respect of the Granby Garden Site in Ludgershall. The Brief has been prepared by Dreweatt Neate Town Planning & Architects. The Transport Assessment has been prepared by Stuart Michael Associates Consulting Engineers; The Landscape & Visual Assessment has been prepared by Davies Light Associates; and the Ecological Reports prepared by Michael Woods Associates. The Planning Brief has involved consultation with Officers at Kennet District Council and Wiltshire County Council and contact with other statutory bodies. The Planning Brief will also be subject to Public Consultation through a programme to be agreed with Kennet District Council. The requirement for this brief follows the allocation of the site at Granby Gardens in the 2004 Adopted Kennet Local Plan.*

**Prepared by:** Dreweatt Neate  
Town Planning & Architects  
Donnington Priory  
Donnington  
Newbury  
Berks.  
RG14 2JE

Ref : AL/SS

Telephone : 01635 234010

# Granby Gardens, Ludgershall

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# Granby Gardens, Ludgershall

## 1.0 Introduction.

- 1.1 The Planning Brief has been prepared to establish an appropriate framework of planning and development considerations to guide the development of the land at the Garden Centre, Granby Gardens, Ludgershall.
- 1.2 The site extends to some 5.5 hectares and is allocated in the Adopted Kennet Local Plan (April 2004) to provide around 130 dwellings within the Local Plan period to 2011.

The site has been included in the Local Plan for residential development as the site is located close to the centre of Ludgershall. The site is also in part previously developed land as the Garden Centre buildings, parking and sales area and associated two residential properties cover approximately one third of the site.



*Fig.1. Site Location Plan*

- 1.3 Ludgershall itself is a settlement with a population of 3850 (2001) and contains services, facilities and employment provision with bus links to surrounding settlements. Ludgershall ranks as the fourth largest settlement in Kennet District.

## Granby Gardens, Ludgershall

1.4 Paragraph 1.19 of the Adopted Kennet Local Plan states that 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 is expected to include:

- An appraisal of the site's context and setting;
- A 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;
- A Statement of Design Principles, as described in paragraph 1.21 of the Local Plan, including detailed design proposals, where appropriate to the scale of the proposed development; and
- Details of the public consultation.

# Granby Gardens, Ludgershall

## 2.0 Planning Objectives

2.1 The Kennet Local Plan advises that Planning Briefs make reference to the sites context and setting; policies and guidance; planning obligations and mitigation measures; and provides a statement of design principles and reference to public consultation measures.

2.2 There are also a number of general objectives against which this Planning Brief has been prepared:

- *To enable a form of residential development to make best use of the site and meet strategic housing provision of around 130 dwellings.*
- *To provide for a sustainable form of development that is well designed and appropriate to the character of the area.*
- *To provide a built environment which is safe and not detached from Ludgershall but assimilates quickly into the existing community.*
- *To provide for pedestrians and cycle links from the site into Ludgershall to avoid the need to travel by car.*
- *To safeguard the landscape setting of the edge of the settlement.*
- *The provision of affordable homes and other necessary financial contributions.*
- *To ensure the provision of suitable infrastructure and highway requirements.*

# Granby Gardens, Ludgershall

## 3.0 Site & Surroundings

### The Ludgershall Urban Area

- 3.1 Ludgershall is located 6 miles to the north west of Andover on the A342 main road that passes on to Upavon to the west. Ludgershall is also located some 12 miles to the south-west of Hungerford, 12 miles to the south-east of Marlborough and just to the north of Tidworth.

### The Granby Gardens Site

- 3.2 Granby Gardens is located on the southern edge of Ludgershall. From the centre of Ludgershall the site is reached via the A3026 Tidworth Road. On crossing the traffic light junction at the railway bridge the site can then be reached by turning immediately left then right into Astor Crescent. The access into the garden centre is off the south east corner of Astor Crescent.



*Fig.2. The Existing Access off Astor Crescent Into the Garden Centre.*

- 3.3 A second proposed access into the site will be taken by proceeding further along the Tidworth Road after the railway bridge to a left turn into Simmonds Road which then crosses New Drove from where the new access will be created.

## Granby Gardens, Ludgershall

- 3.4 Although Ludgershall does have its roots back into the 12<sup>th</sup> century with Ludgershall Castle located to the north of the settlement, the majority of town is made up of 19<sup>th</sup> and 20<sup>th</sup> century development.
- 3.5 The 1883-1888 Ordnance Survey First Edition Plan shows the land at Granby Gardens simply as a series of fields edged to the west by New Drove that today is the tarmaced highway leading into Astor Crescent.



*Fig.3. New Drove*



*Fig.4. Simmonds Road*

### **The Context and Setting of Granby Gardens**

Today the Garden Centre is edged to the west by a recent residential development by Sarsen Homes in Simmonds Road (see above Fig.4.)

- 3.6 The site is also edged to the north by the residential areas off Astor Crescent, Princess Mary Gardens and other residential areas of Empress Way. Therefore, with residential areas to the west, north and in part along the eastern boundary the residential development of this site is a logical rounding off of the settlement in this location.



## Granby Gardens, Ludgershall



*Fig.5. View from East to West Across The Site.*



*Fig.6. View Across the Site from the South-West.*

3.7 The site itself is approximately rectangular in area with the nursery, buildings, retail areas and car parking occupying about 1.5ha. There are also two associated dwellings adjacent to this area. The remainder of the land some 4ha is open grazing land of no particular quality. This is also a telecommunications mast and barn located to the south-west corner of the site.

### **The Vernacular Style of Ludgershall**

3.8 Ludgershall has a rather unusual blend of building styles and materials reflecting its geographical location of where Wiltshire meets Hampshire and where old is often directly next door to the new. Particularly in the centre of Ludgershall uniformity never lasts for long. There are traditional red brick and red tile cottages, close to mid 20<sup>th</sup> century flats, near to large imposing Victorian and Edwardian buildings.

# Granby Gardens, Ludgershall



Fig.6. Views around the town centre

There are also more recent late 20<sup>th</sup> century developments in courtyards off the town centre with a general variety of 20<sup>th</sup> century houses and flats spreading out from the centre. Within the town centre building heights, plot depths and widths are often irregular whilst further out more typical suburban style development exists.



Fig.7. Views of new and old residential development close to the town centre.

## Granby Gardens, Ludgershall

Features of quality of the built character of Ludgershall can be found in selective locations. From these locations particular features of interest include:

- *Use of plain red brick in walls and elevations.*
- *Use of flint with red brick / Use of dark glazed headers with red brick / Painted or rendered and painted walls.*
- *Roofs of slate or red plain clay tiles.*
- *Use of stone detailing on landmark buildings.*
- *Chimneys and porches.*
- *Residential heights typically of 2 storey though in some locations rising above.*
- *Buildings fronting on to the road with no or little set backs creating a strong public realm.*
- *Some more recent developments grouped in courtyards forming more contained private areas.*

### **Adjacent Townscape Character**

3.9 As referred to above Granby Gardens is edged to the north by residential development off Empress Road. To the north-west by Astor Crescent a typical mid 20<sup>th</sup> century and by the Sarsen homes development to the west of late 1990's origin. Land to the south and south-east is in agricultural use. The development along Astor Crescent and that in Princess is of a typical 20<sup>th</sup> century suburban style being more related to the style of the time rather than the vernacular origins of Ludgershall.

## Granby Gardens, Ludgershall



*Fig.8. A variety of building styles edge Granby Gardens to the North.*

The Sarsen Homes development to the west of the site does show some features of the vernacular style of Ludgershall with the use of brick, slate, chimneys, porches, brick detailing, and some render.



*Fig.9. The Sarsen Homes Development to the West of Granby Gardens*

### 4.0 Planning Policy Background

#### Government Policy

##### **PPS 1 Delivering Sustainable Development (2005)**

- 4.1 The overriding aim of Government Policy is the direction of new development to existing settlements on the basis that facilities, public transport, employment provision and services are already well established. The guidance seeks to ensure new housing is suitably located so that there is access to a wide range of facilities and services by foot, cycle or public transport.

##### **PPG 3 Housing (2000)**

- 4.2 Through PPG 3 Housing (2000) a sequential test is promoted whereby settlements are ranked for their provision of services and accordingly new development is focused on those main settlements. In this case Ludgershall ranks highly in Kennet District as a sustainable location for new development.
- 4.3 PPG3 also requires housing sites to be assessed in relation to the following criteria: availability of previously developed land; location and accessibility to services, facilities and jobs; the capacity of existing and potential infrastructure; the ability to build new communities; consideration of physical and environmental constraints. The draft policy statement PPS 3 (Housing) continues the theme of PPG3 and aims to ensure the planning system is used to its maximum effect to ensure the delivery of decent homes that are well designed, make the best use of land, are energy efficient, make the most of new building technologies and help to deliver sustainable development.

##### **PPG 13 Transport (2001)**

- 4.4 Following the overall aim of achieving a sustainable pattern of development Local Authorities are guided to locate new residential development to within existing urban areas. The purpose of this is again to reduce the reliance on car usage and encourage use of established public transport and provide ease of access on foot or by cycle to existing facilities.



## Granby Gardens, Ludgershall

### **The South West Regional Spatial Strategy**

- 4.5 The draft South West Regional Spatial Strategy (RSS) forms the review of the existing Regional Planning Guidance. The spatial strategy for the South West is based on recognition of the diverse needs and potential for change of different places and parts of the region. Development will be planned to meet the needs of all the communities and to realise their potential within environmental limits. The overall aim being to deliver more sustainable communities and therefore a more sustainable region. The RSS supports the best use of land, sustainable methods of construction, high quality design, the use of master planning, and energy saving.

### **Wiltshire & Swindon Structure Plan 2016**

- 4.6 The Adopted Structure Plan Policy DP3 states that Swindon, as the Principle Urban Area should be the focus of development in the County. Accordingly Salisbury, Chippenham and Trowbridge are identified as strategic service centres for smaller scale growth. In the case of Kennet District Council there is a total allocation of 5,250 dwellings between 1996 and 2016 with no key settlement referred to as a strategic service centre. Therefore, within Kennet to 2016 growth is likely to be limited to smaller scale development of its main towns, which may include Ludgershall, in locations well integrated with the existing form.

### **The Adopted Wiltshire & Swindon Waste Local Plan 2011**

- 4.7 Policy 9 of the Waste Local Plan (Adopted March 2005) states that favourable consideration will be given to planning applications for development proposals required for the purposes of eliminating, reducing or re-using waste, or which incorporate waste minimisation and re-use measures.
- 4.8 Specifically the Waste Local Plan advises developers should make contact with the Local Planning Authority on the practical and design implications of providing and servicing recycling facilities and kerbside collections. It is normally expected that provision of recycling facilities would be made by the developer whilst the responsibility for maintenance would lie with Waste Disposal Authority or waste operators under private contract.
- 4.9 Policy 14 of the Waste Local Plan following the above specifically states that new developments of 10 or more dwelling units should make provision of within the design process:

## Granby Gardens, Ludgershall

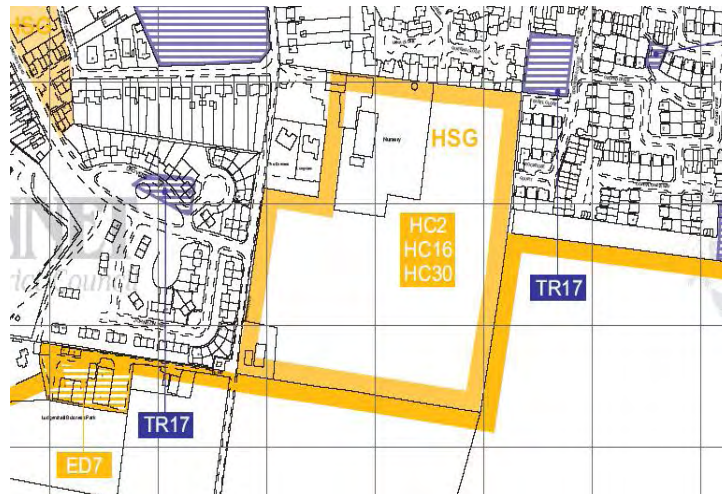
*“a) facilities for the public to recycle/compost waste (bring systems); and/or:*

*b) facilities within individual or groups of properties or premises for the source separation and storage of different types of waste for recycling and/or composting..”*

### **The Adopted Kennet Local Plan**

4.11 Through the Kennet Local Plan Review the settlements considered suitable for accommodating strategic housing allocations included Devizes, Marlborough, Tidworth, Pewsey and Ludgershall.

4.12 Specifically Table H3, Policy HC2 and the related Local Plan Inset Map from the Adopted Kennet Local Plan identify Granby Gardens as a residential allocation of “about 130 dwellings.” Extracts of the Adopted Kennet Local Plan are attached at **Appendix.1**.



*Fig.7. Extract from the Adopted Kennet Local Plan – Inset Map for Ludgershall identifying the Granby Gardens Allocation.*

## Granby Gardens, Ludgershall

- 4.13 In respect of Net Housing Density Policy HC5 states that development on large sites should be at least 30 dwellings to the hectare.
- 4.14 The need for sustainable housing layouts is required through Policy HC7 of the Adopted Local Plan specifically through 6 criteria requiring : a) integration of streets, cycle paths and footpaths; b) connection to existing public transport routes; c) ensuring public and private space is designed to encourage social/community interaction; d) including a mix of house types to introduce variety and interest in the street scene; e) using topography and aspect to maximise solar gain; f) ensuring natural resources are reused and recycled where possible.
- 4.15 Policy HC16, and its supporting text, of the Adopted Kennet Local Plan then goes on to refer specifically to the Garden Centre, Granby Gardens.

In summary Policy HC16 identifies the allocation at Granby Gardens being of some 5.5ha. The requirements from the Policy and supporting text are that:

- *The site should provide an unhindered connection to land to the east.*
- *The site should provide a substantial landscape buffer to the south and south-east to minimise the wider landscape impact of the development.*
- *The site should provide access from two different points.*
- *The need for a Transport Assessment*

- 4.16 Policy HC30 of the Adopted Kennet Local Plan also seeks to secure the provision of affordable housing on large sites. The level of provision is that 50% of all the housing should be affordable based on 30% subsidised and 20% low cost market housing.



## Granby Gardens, Ludgershall

- 4.17 Granby Gardens is referred to specifically as making a provision of about **40 subsidised houses** and about **25 low cost houses**. The provision of affordable homes are referred to in greater detail below.

*Extracts from the Adopted Kennet Local Plan attached at **Appendix.1**.*

- 4.18 Other relevant policies from the Adopted Kennet Local Plan include Policy HC31 that requires the integration of affordable housing within developments with small groups of no more than 10 dwellings together.
- 4.19 As will be discussed in greater detail below there is also a requirement from Policy HC34 of the Adopted Kennet Local Plan in respect of the provision of recreation space.
- 4.20 Policy HC37 of the Local Plan also requires development to meet the demand for new education spaces in local schools as a result of sites coming forward. However, as will be explained below it is understood from the County Council that existing capacity is sufficient.
- 4.21 Policy HC42 of the Adopted Local Plan also refers to the Local Planning Authority being satisfied that the social and community needs of new residents can be met. Through the District Council and Parish Council a need to fund a community building has been highlighted. Using the District Council's guidance "Community Benefit From Planning" (March 2005) this highlights a possible requirement of around £100,000 from a site of the numbers of houses proposed. The proposal is for this to be spent on renovations to the existing Memorial Hall roof which requires replacement and the figure can be finalised once quotations have been submitted for this work.
- 4.22 A requirement of Policy HC43 is that development will only be permitted where it can be demonstrated that the site can be properly serviced with water, drainage and power.
- 4.23 In respect of Design Policy PD1 of the Local Plan states that a high standard of design will be expected in new developments to ensure the character, appearance and environmental quality of the Kennet Area is maintained or enhanced and to promote safety and compatibility between adjoining land uses.

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4.24 Policy PD1 also states that all development should adequately address:

- “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.”*

4.25 The Local Plan also states that the above criteria should be addressed by applicants for planning permission through a Statement of Design Principles and that the Statement should be included as part of a Planning Brief on key development sites (para.1.19).

4.26 In respect of transport and access Policy AT1 of the Adopted Local Plan states that all development proposals should adequately address the issues listed below, where they are relevant to the development under consideration. These are stated as:

*“a) minimise travel through careful siting and design;*

*b) the provision of alternative access to the development other than by private car including by public transport, cycling and walking (with proper provision for people with disabilities and careful attention to cyclist and pedestrian safety.”*

*c) the incorporation of facilities such as secure cycle parking, bus stops or taxi pick up / drop off points to encourage a choice of travel mode;*

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- d) the provision of traffic calming measures including using imaginative design and layout wherever appropriate;*
- e) the provision of off-site highway or public transport improvements in the locality where extra traffic generated by the development would have identifiable adverse effects on highway safety or convenience;*
- f) the provision of car parking spaces in accordance with the Council's adopted maximum car parking standards; and*
- g) the provision of cycle parking spaces in accordance with the Council's adopted Minimum Cycle Parking Standards.”*

- 4.27 In respect of applications for significant new development or proposals on allocated sites Policy AT2 states that Transport Assessments will be required to consider the likely modal split of journeys to and from the site and to establish proposals to improve public transport, walking and cycling.
- 4.28 Developer contributions are also sought to provide support for sustainable means of transport through Policy AT10 of the Local Plan.
- 4.29 Finally Policy TR22 in respect of Public Art is also relevant to this proposal. Specifically Policy TR22 seeks new works of Public Art through Planning Briefs in order to enhance the appearance of the development, the amenity of the area and the quality of the local environment.

### **Supplementary Planning Guidance**

#### **Community Benefits From Planning March 2005.**

- 4.30 Kennet District Council has produced supplementary planning guidance as to how the Council will implement specific policies of the Adopted Local Plan as referred to above and secure benefits to existing and new local communities from development through the use of planning obligations where necessary. The specific areas referred to in the Guidance are in relation to the provision/contribution towards education, sport and recreation, community and social needs, public

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art and residential amenity areas. In relation to this development the Community Benefits are referred to below in the following sections and are summarised at Section 9.0.

### **Affordable Housing Policy Guide**

4.31 Additional information concerning affordable housing in Kennet is also available through the 2<sup>nd</sup> draft of the Kennet Affordable Housing Policy Guide. This provides detailed supporting information on how the Council seeks the delivery of affordable housing through the planning process.

### **South East Kennet Community Area Plan.**

4.32 The specific aims and policies of the community of the South East area of the District are also available in the emerging SE Kennet Community Area Plan. The plan is prepared by the community and sets out how things may be improved by the community working together to deliver their actions. There are a number of strategic objectives including the development of the private sector economy; the strengthening of Tidworth and Ludgershall in their roles as service, leisure and shopping centres; the protection and future provision of shops, post offices, pubs, churches, school halls, meeting rooms, petrol stations and shops; maintain local distinctiveness, break down barriers and correct social imbalance.

# Granby Gardens, Ludgershall

## 5.0 Constraints & Designations

The land at Granby Gardens is relatively unconstrained. The site is broadly level though does dip to the south and to the centre of the site southward. Generally other than the buildings and area related to the Garden Centre the majority of the remainder of the land is land for grazing with no particular features of interest. The constraints, designations and requirements in relation to this allocation are summarised as follows:

### 5.1 Access Requirements & Transport Assessment

The Kennet Local Plan (supporting text to Policy HC16) in reference to access to the allocation at Granby Gardens states that *“The site will need to secure access from two different points. Within the site, the main distributor road should be designed to provide an unhindered connection to the east. Recent residential development at Princess Mary Gardens was to be connected to the main road network further east through the formerly proposed employment allocation south of the railway line. However, a connection across the railway line, into the main road network, has not proved possible. The long term opportunity to provide a secondary access to the development at Princess Mary Gardens should not be closed, hence the requirement to provide an unhindered road connection to land to the east of this allocation.”*

The Concept Plan (see Appendix.2.) shows the two access points from Roberts Road/Simmonds Road/New Drove to the west and from Astor Crescent to the north-west.

A requirement from the Adopted Kennet Local Plan and from Wiltshire County Council Highways was that a Transport Assessment be prepared and agreed with the Highways Authority. One remit of the Transport Assessment was that the possibility of future development to north of the Tidworth Road (Site 23) should also be considered in the Transport Assessment.

Specifically Stuart Michael Associates, who were appointed to undertake the Transport Assessment, in discussions with the local Highways Authority agreed that the Transport Assessment should address the following:

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- (i) Consideration of the effects of the development upon the local highway capacity, access and sustainability in order to demonstrate to the County Council that the site is appropriate in transportation terms;
- (ii) To examine the cumulative effect of development traffic upon the operational capacity of the junctions in relation to the proposed employment site to the north of Tidworth Road.

The conclusions of the Transport Assessment as agreed with the Highways Authority are that:

*“It is concluded that it is technically feasible to accommodate housing on the Granby Gardens Site. The guidance in PPG3 and PPG13 together with the results of the completed Accessibility Assessment, demonstrates that this site is sustainable in transport terms.*

*It is considered that this site is acceptable in highway terms and would not have a significant highways impact including in relation to the cumulative effects of traffic associated with development on Site 23.”*

The design of the two access points into the site off Astor Crescent and off Simmonds Road have been accepted in principle by the County Highways Authority. Where the access crosses New Drove from Simmonds Road will require agreement with the Highways Authority to become adopted highway.

In respect of financial contributions, as referred to in greater detail below, the Highways Authority expect a financial contribution to sustainable transport provision and highway works to enhance the pedestrian link to the town centre via Empress Way and provide for enhanced bus stop facilities on the Tidworth Road. Reference has also been made to a possible contribution to a link road within Ludgershall to ease detriment to the High Street. Further information is awaited on this from Wiltshire County Council Highways Authority.

## Granby Gardens, Ludgershall

### 5.2 Landscape Impact

Davies Light Associates Landscape Architects were appointed to consider whether the site was capable of accommodating residential development without detriment to the wider landscape. The conclusions of the Davies Light Associates Landscape and Visual Assessment was that:

- *The site is capable of accommodating the proposed residential development without detriment to the wider landscape due to the very limited extent of its zone of influence and the mitigating effects of both on and off site vegetation, topography and backdrop.*
- *The proposed development will be easily absorbed into the composite local landscape without detriment to the overall visual amenity of the area. The native woodland tree species planting and hedgerows are particularly significant in reducing visual impact from close/middle distance open views in the south and east.*
- *The landscape buffer proposals, combined with the sympathetic use of building materials and colour, will provide a substantial landscaped setting to the development and mitigate any possible perceived increase in massing of the proposed built form of Ludgershall in the limited local views.*
- *The provision of a comprehensive, unbroken perimeter native landscape belt will contribute to local amenity and provide valuable native habitat linking to off-site patterns of vegetation.*
- *The landscape proposals offer a significant opportunity to upgrade the local landscape in line with current policies in the Local Plan and SPG. The existing and proposed vegetation will be maintained in accordance with the objectives of a longer-term management plan.*
- *The landscape proposals will comply with the aims and objectives of the Kennet Local Plan, and in particular with the “Enhancement Priorities” as set out in the Kennet Landscape Conservation Strategy May 2005 (which supports and provides further detail in relation to the interpretation and implementation of the landscape quality and character policies contained in the Kennet Local Plan 2011, which was Adopted in April 2004.)*

A requirement from the Adopted Kennet Local Plan is to provide a strategic landscape buffer to the southern and south eastern boundaries. The purpose of this landscaping is to provide additional screening of the site from the countryside beyond particularly as the land drops further in height to the south. On both of these boundaries there are already established mature native tree/hedge planting. However, the proposal is to supplement this existing boundary

## Granby Gardens, Ludgershall

planting by an additional buffer of native tree and hedge planting which at its maximum will be 20m in depth (excluding roads and gardens).

Of further note the southern buffer (20 m in depth – excluding roads and gardens) is proposed to serve a dual purpose as both a landscape strip and also as an area of public open space. This will include a “Trim Trail” path for jogging and cycling, children’s play area and a larger area for informal games. Houses have been designed around the central area of the southern landscape strip to form a “village green” feature.

### **5.3 Rights Of Way**

There are no rights of way across the site. There is however a footpath that runs up the outside of the eastern boundary of the site that feeds into the established residential area to the north. There is a requirement from Wiltshire County Council Highways Authority to upgrade this section of footpath that links through from the east of the site to the Empress Road to Andover Road. The requirement is to provide a better surface, street lighting, improvements at the railway crossing and non-controlled improvements to the crossing of Empress Way. Two pedestrian links will be provided from the site to the east to join this footpath. There is also a right of way along New Drove to the western boundary outside the site.

### **5.4 Gas Provision**

Transco have supplied confirmation that they own an LP main in the Highway to the north west corner of the site. Gas pipes owned by other gas supplies may also be available. It is recommended that further investigations are carried out but gas supply does appear to be available based on this response.

### **5.5 Electricity Provision**

Scottish and Southern Energy Plc have no records of their own gas or services adjacent to the site. They have however supplied plans of a buried High Voltage cable that runs from the end of Queens Close southward across the site before turning westward to New Drove. There are also Low Voltage supplies at the entrance to the Garden Centre to the north west off Astor Crescent and running alongside the site to the telecom mast to the south-west corner.



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### 5.6 Sewerage & Water

Wessex Water have confirmed there are no public sewers within the vicinity of the proposed development.

The water from the Leckford Bridge System is to be supplemented from either a supply from Thames Water or Southern Water. Final confirmation of sewerage/water provision from Wessex Water/Thames Water is awaited and will be reported on separately. It is expected however that water can be provided to the site and sewerage will be piped off site for treatment.

The Environment Agency have advised as follows:

(i) The Agency would need to be consulted as they require reassurance that the water supplying company for the site would be able to supply the large number of residences proposed at the site without the need to increase the volume abstracted from groundwaters at the nearby Ludgershall abstraction point.

(ii) In addition the Agency is also likely to require reassurance that the sewerage undertaker is satisfied that the increased volume of foul effluent can be accommodated within the existing sewerage infrastructure.

(iii) Notwithstanding the above, it is likely that the Agency would request conditions ensuring the delivery of satisfactory foul and surface water drainage systems at the site.

(iv) Given the nature of the underlying geology, it is probable that clean, uncontaminated surface waters should be discharged to soakaways or other similar sustainable drainage system within the site. Large parking areas may require surface water discharge to ground interceptors, and surface water systems should be kept separate from foul water systems and sources of contamination.

(v) In addition the Agency would encourage the developer to propose an imaginative planting and landscaping scheme for the site using native species of local provenance, to provide a diverse range of potential habitats within the proposal.

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## 5.7 Ecology

Michael Woods Associates Ecological Consultants undertook a survey of the site in December 2005. The executive summary stated that no signs of protected species were found at the time of the survey.

However, the mix of habitats at the Garden Centre where the horticultural beds lie adjacent to an area of tussocky grassland with stacks of paving stones is very suitable for reptiles, especially slow worms, which are protected. A further reptile survey was therefore commissioned that found no evidence of slow worms.

It was also noted that nesting beds should be considered if any hedge or tree clearance does occur between March and August. It was also stated that some areas of some of the buildings can not be accessed and therefore these should be surveyed prior to demolition to ensure not bats are present. An initial survey of the buildings has found no evidence of bats.

## 5.8 Trees

It is understood the mature oak to the north of the western boundary may be subject to a Tree Preservation Order (Michael Woods Associates report). It is also considered to be of medium bat potential. Therefore, a suitable area of protection around the tree has been maintained. There is also a line of Ash trees close to the north-west entrance to the site which will be maintained and also protected from development. In respect of both trees and hedges to be retained to the boundaries, Root Protection Areas will be required under the terms of British Standard 5837.

## 5.9 Hedgerows

The Michael Woods Associates report illustrates that the native hedge to the south-eastern boundary and southern boundary can be classified as “important” under the Hedgerow Regulations 1997. Evidently the western boundary hedge adjacent to the lane is mostly newly planted interspersed with gum trees, ash and field maple. All the hedges require management. The hedges to the southern and south-east are proposed to be retained and re-inforced. Similarly to the western boundary suitable species will be retained and supported by new planting. All new landscape planting to the boundaries of the development should be native species of local provenance as a commitment to sustainable development and to benefit local wildlife.

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### **5.10 Archaeology**

The County Archaeologist (Wiltshire County Council) has been consulted on the proposal. The response was:

*“There are no known archaeological sites in the area of the above proposal and none in the immediate vicinity. On this basis I consider the site is of low archaeological potential and as such would have no comments to make on an application to develop this area.”*

### **5.11 Wiltshire Fire Brigade**

Wiltshire Fire Brigade have stated that access to the site for the purpose of fire fighting should be sufficient. Reference should be made to Building Regulations Approved Document B.B5. Consideration should be given to the National Guidance Document on Provision of Water for fire fighting and specific advice on the Fire Authority on location of fire hydrants. Finally the provision of residential sprinkler systems should be encouraged.

### **5.12 Refuse Collection**

Within the layout, provision should be made both for sufficient bin storage and recycling facility storage for each residential property and for ease of access for refuse vehicles and provision of suitable turning areas (refuse vehicle size = 2.7m width by 9m length). Initial discussions with Kennet District Council have indicated the support towards the existing community recycling facilities within Ludgershall rather than new on site community recycling facilities.

### **5.13 Planning Policy Designations**

The site is not within an Area of Outstanding Natural Beauty; is not within a Conservation Area; is not within a Special Landscape Area; is not within an Area of High Ecological Value. The site is also not a designated SSSI nor does it lie close to a designated SSSI. Therefore the site is not recognised as being of any special landscape, ecological, or historical value. There are also no Listed Buildings on or adjacent to the site.

## Granby Gardens, Ludgershall

### **6.0 Opportunities, Community Benefits & Concept Plan**

#### **6.1 Site Capacity & Housing Density**

The sites capacity in the Kennet Local Plan is referred to as about 130 on the site area of 5.5 ha. If the total site was developed at no more than 30 dwellings to the hectare this requires a site area of just 4.3ha. Therefore, taking into account local vernacular styles; the context of the site and its constraints; the aims of achieving a good quality urban design; and the land area left over after the areas of landscaping around and within the development have been met ; there may be an opportunity to achieve in excess of 130 dwellings and potentially closer to a figure of 150 dwellings. Confirmation of this will be subject to the detailed layout stage in any future planning application.

#### **6.2 Affordable Housing Provision**

As referred to above Kennet District Council are seeking a 50% contribution from this site that equates to around 40 subsidised affordable houses and around 25 low cost market houses if 130 dwellings are achieved.

Of note Policy HC31 of the Kennet Local Plan states that planning permission will only be granted where the affordable housing provided is carefully integrated within the development; is distributed in accordance with the design guidance; is clustered in small groups of no more than 10 dwellings and the size and type of individual house reflects local need.

Following a meeting with Kennet District Council's Housing Officer the preferred mix on this site is of family homes of around: 10% 2 bed flats; 55% 2 bed houses; 25% 3 bed houses; 9% 4 bed houses for subsidised affordable homes.

In respect of the low cost market element the mix required is around 28% 1 bed flat/house; 40% 2 bed flat/house; and 32% 2 bed house.

## Granby Gardens, Ludgershall

### 6.3 Play Space, Formal Pitch Provision & Community Benefits

Kennet District Council has provided an indicative breakdown of the likely commuted requirements in regards to equipped play space, casual play space and formal pitch provision if 130 houses were to be constructed.

The developer would be required to install play equipment for in the first two categories and in addition pay the commuted sum as calculated in the

The Equipped Play Space requirement is 0.09672ha.

*(2.25 X EaPS - To be provided by developer on site + £133,240 commuted sum)*

The Casual Play Space requirement is 0.12792.

*(2X EQCPS – Possible mix onsite/offsite + £102,330 commuted sum).*

The Formal Sports Pitch requirement is £65,360 commuted off site payment within 2km of site.

Subject to confirmation from Kennet District Council there is also a possibility of a need to fund additional community and social needs (See Community Benefits from Planning – Kennet District Council SPG). Typically this may be through a commuted sum to help support a community building.

In addition to the above formal requirements:

The strategic landscaping belt/informal recreation area to the south and south east boundary that extends up to 20m in depth will also provide a “trim trail” / pedestrian route /cycleway and one of the above children’s play area.

*The above requirements are based on 130 dwellings and based on the cost of standard provision as set out in the Supplementary Planning Guidance in 2005. Actual contributions will be calculated at the time of any application based on latest costs. The final layout and design of play areas within the site will require agreement with the Council’s Director of Leisure & Amenity Services.*

## Granby Gardens, Ludgershall

### 6.4 Education Contributions

The Department for Children and Education of Wiltshire Country Council initially confirmed in writing that an assessment of the likely need for additional school places generated by this development indicates that the catchment area schools would be able to accommodate the extra pupils within their existing capacity.

However in a later response they noted that a development of this size could generate a need for a substantial number of school places. Their initial assessment showed that the primary school would be able to accommodate the additional children arising from this development, without the need for further expansion. However, the County Council noted it was not the situation at secondary level where the County Council forecasts suggest that a case for developer contributions towards additional places may apply.

The County Council points out that often there is a considerable time lapse between the development proposal and the actual submission of a planning application. Therefore, a detailed assessment can not be made at this early stage in the planning process. It is therefore recommended that contact is made with the County Council Education Authority just prior to the submission of a planning application to discuss the need for developer contributions.

### 6.5 Landscape

The Kennet Local Plan Policy HC16 in relation to the allocation at Granby Gardens refers specifically to providing a substantial landscape buffer to the south and south-east to minimise the wider landscape impact of the development. As referred to above the illustrative Concept Plan attached at **Appendix.2**. shows an up to 20m wide strategic landscape belt/informal recreation area that follows the existing established mature tree and hedge line to the south and south-east boundaries. The landscape belt will be made up of the existing vegetation and new belts of native tree and hedge planting. The existing mature trees of quality will also be retained particularly the oak to the north-east corner of the site.

## Granby Gardens, Ludgershall

The views below are from outside the site of the mature landscape belt on the south and south east boundaries.



*Fig.8. The outer edge of the south-eastern*



*Fig.9. The outer edge of the southern boundary*

As well as the strategic planting around the site both soft and hard landscaping within the site shall be used to create and frame public open spaces; provide screening and shelter between residential properties; add character to street scenes; and provide a sense of place and identity on progressing through the development.

### **6.6 Sustainable Means of Transport & Highways**

Financial provision to the County Council Highways Authority is required to provide for the footpath linking Empress Way to Andover Road to be upgraded with a better surface, street lighting, improved railway crossing and non-controlled crossing improvements of Empress Way. There will also be a financial contribution to local pedestrian improvements in the area of the site. Improvements are required by the County Council Highways Authority to public transport facilities. Specifically the provision of two covered bus stops on the Tidworth Road to the west of the site which will generate a required payment of around £20,000.

The County Council have also requested a £40,000 financial contribution towards the proposed Ludgershall link road. This will require confirmation at the detailed design stage at which point the County Council will request an updated Highways Assessment.

## Granby Gardens, Ludgershall

### **6.7 Car Parking Provision**

The proposed parking requirement from Kennet District Council is:

Up to 4 bed unit = 2 spaces per unit    5 bed and above = 3 spaces per unit    Visitor Spaces – 1 per 5 units throughout.

### **6.8 Community Buildings Requirement**

As referred to above Kennet District Council's Supplementary Planning Guidance "Community Benefits from Planning" identifies a possible contribution of £100,000 from the site towards a community building. Quotations are awaited for the actual sum required to restore the Memorial Hall roof before this sum is confirmed.



# Granby Gardens, Ludgershall

## 7.0 Statement of Design Principles.

Policy PD1 of the Adopted Local Plan (para.1.21) states that applicants for planning permission and for approval of reserved matters will be expected to submit a statement setting out their Design Principles and demonstrate how the issues listed in Policy PD1 have been addressed. The following factors listed below follow those stated in Policy PD1:

### .1. Sustainable Design Principles

#### Energy Efficiency

Consideration should be given through the layout process to solar access and solar gain by reducing overshadowing, the provision of shelter belts to reduce heat loss, and promoting insulation through building materials, design and layout. Further thought should be given to achieving eco-homes status and meeting the target of 10% energy saving through recyclables, water recycling, energy efficient building design, lifetime homes, and house design to include space for recycling facilities.

#### Biodiversity

Despite the majority of the site being grassland the diversity of habitat within that area is relatively poor. Opportunities for improving biodiversity should therefore be encouraged through landscaping design and the creation of habitat through wildlife refuges, corridors and addition of native hedges.

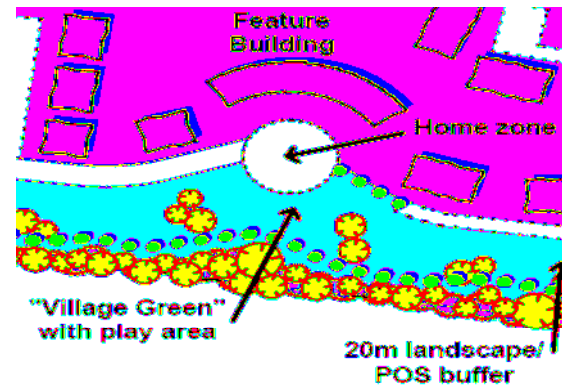


Fig.11. The protection of native tree and hedging to the boundaries – extracts from Concept Plan.

## Granby Gardens, Ludgershall

### **Planning for the Pedestrian and Cyclist**

The site is in a sustainable location with shops and other services in the town centre located within 400m. Ludgershall Castle Primary School and Castledown Secondary School and the local sports centre are also all located within 600 to 700m from the site. Therefore, walking and cycling to these services are all possible and can be encouraged by:

- Providing convenient and prominent pedestrian and cycle routes with suitable signage and lighting.
- Allow for permeability through the site with a choice of routes.
- Safety from traffic, traffic calming and safe pedestrian and cycle crossing points at road junctions.
- Allowing for natural surveillance and secure routes that encourage cycle and pedestrian usage.
- Specific dedicated footpath/cycle routes from houses within the site and then on to local facilities in the area :
  - To the north-west on to Astor Crescent.
  - To the north-east on to the Empress Way footpath link.
  - To the west on to New Drove.

### ***.2. Scale, Height, Massing and Density of the Development.***

#### **Density**

The Government target is to achieve a minimum of 30 dwellings to the hectare which is proposed through this development. Within the site to build character there is likely to be a variance in density as part of the design process.

**Appendix.3.** illustrates how density may vary across the site with the central core and land adjacent to the access to the north-west having the best access to the town so being higher density. This is then surrounded by an area of medium density residential

## Granby Gardens, Ludgershall

development with lower density confined to the southern area. This could allow a transition across the site from around 40 dwellings to the hectare to 20 dwellings to the hectare on the condition the site meets or exceeds 30 dwellings to the hectare overall.

### **Scale, Height and Massing**

Although the surrounding area is predominantly 2 storey there is no reason why that to the core of the development height may be increased to 2 storeys with rooms in the roofspace or even 3 storeys. This would assist both in the design process and meet the aims of PPG3 (Housing) by developing land efficiently. The plan at **Appendix.3.** also shows how that as density increases towards the centre of the site so there is an opportunity for increased roof heights initially to two and a half storeys then potentially 3 storeys in the centre of the site. No dwellings higher than 2 storeys are proposed close to the boundaries where they may either effect amenity of nearby residents or result in landscape impact.

### **Mix of House Sizes**

Specific requirements for the mix of affordable homes are referred to separately. It is expected that any forthcoming planning application should include a suitable mix of open market house sizes to be appropriate to the area and reflect the local market requirement. It is generally expected that this would include a variety of 2, 3 and 4 bed dwellings in either detached, semi-detached or terraced layouts.

### ***.3. Relationship to Townscape and Landscape Context and Related Ecology.***

Despite the requirement to build at higher densities an important component of this development should also be providing open spaces within the development and promoting views through and out of the development to again add character to the built environment. The Landscape Assessment (Davies Light Associates) confirms the site has very limited effect on the surrounding landscape. There are still though opportunities to provide glimpse views from the site to the south to the distant hills in Hampshire.

The ecological work by Michael Wood Associates defines a framework of existing boundary hedging and trees which are of value and worth retaining. These are to be supplemented by additional planting both to the southern, northern and eastern boundaries. The landscaping both softens the effect of the development, provides a transition to the countryside beyond whilst also retaining habitat of ecological value, and protecting the amenity of adjoining residential properties.

## Granby Gardens, Ludgershall

### ***.4. Layout, Servicing and Access Arrangements and Road Safety***

The layout should therefore consider the movement network, services, the existing and proposed landscaping and proposed built forms to create a safe, sustainable and inclusive form of development. Attached at **Appendix.2** the Concept Plan illustrates how the site may be developed. In respect of access these are fixed based on the Wiltshire County Council requirement for two access points, one being off Astor Crescent the other from Roberts Road/Simmonds Road and across New Drove. The requirement to provide an unhindered route across the site on a west-east axis has also been provided as a requirement from the County Council. Road safety has been supported through design including raised junction platforms, ensuring roads are not straight through the site and it is expected the existing 20mph limit imposed on Simmonds Road to be extended into this development.

### ***.5. How the Development Contributes to the Creation of a Well Used, Attractive and Safe Public Realm***

The development should not be based solely around developing around 130 dwellings but should also consider:

- i. The creation of a public realm, street scenes and private secure gardens.
- ii. Landmarks and skylines.
- iii. Open spaces and landscaping.
- iv. Building materials and traditions.
- v. A sense of place, character and association.

Therefore, given that the final scheme should be one that considers design and sustainability from the outset there is therefore the flexibility to go above 130 dwellings if required, if the end result is that the above aims are met.

### ***.6. Landscape Proposals***

The landscaping achieves a number of aims being the framing of the development within an established tree and hedge boundary; to protect views from outside the site into the site from the countryside; to reduce impact on amenity of existing local residents; to provide habitat to species and create green corridors; to add interest and screening within the development through both formal and informal planting that adds both to the urban context and to provide a transition to the countryside beyond.

## Granby Gardens, Ludgershall

The main areas of landscaping are the southern boundary which forms a 20m buffer strip. This has been designed to informally include a “Trim Trail “ / Cycle Track, a larger area of public open space with play area creating a “Village Green” feature around a home zone shared surface area. To the north boundary existing tree and hedge planting will be retained where ever possible and enhanced to create a 3m wide belt of low maintenance tree and shrubs. Similarly both to the western and eastern boundaries again existing tree and hedge planting to the boundaries will be added to where required as shown on the Concept Plan (**Appendix.2.**)

The Concept Plan also shows a central avenue of tree planting leading to an area of Public Open Space and children’s play area to the centre of the development.

### **.7. Relationship to Historic Features**

The site is edged by a variety of typical mid to late 20<sup>th</sup> century suburban residential development, mostly of 2 storey, brick and tile or slate construction. Typically the surrounding residential areas are either terraced, semi, or detached 2 storey family homes. With a lack of any specific vernacular style in the immediate locality careful consideration is required to create a community with a sense of place and identity, with meaningful streetscape. It is not necessary to copy historic parts of Ludgershall but inspiration can be drawn to the use of traditional materials, design and layout.

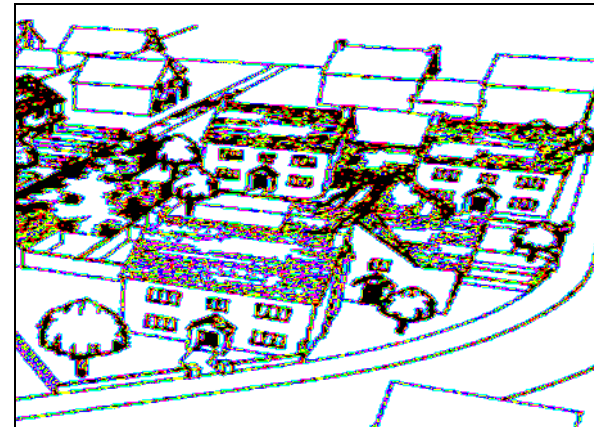
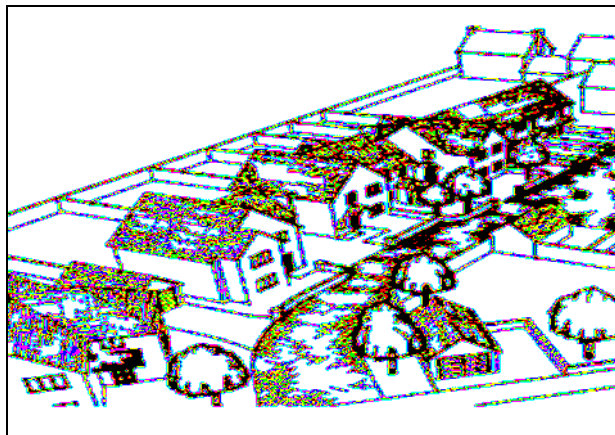


Fig.10. Concept street scenes following the vernacular style.

## Granby Gardens, Ludgershall

### ***.8. Elevational Treatment.***

The final quality of a development can be won or lost dependent on its elevational treatment. There is no need to copy the vernacular style exactly but a development that can provide good use of materials, clever design and that both relates to the past, the surrounding context and the future is likely to be the most successful.

### ***.9. Building Materials, Colour and Detailing.***

As referred to above there is a wide variety of building styles, materials and colours in Ludgershall. There is therefore a certain amount of flexibility but the key aim should still be one that achieves a development that works as a whole in design terms and creates a sense of place.

### ***.10. The Impact on Residential Amenity, Including That Caused By Reason of Noise and Disturbance.***

Through the consultation process neighbours particularly to the north and east of the site have raised this point as their main concern. Accordingly adjustments have been made to the layout to try and improve separation to the boundaries and provide a 3m wide belt of low maintenance trees and shrubs. The location of 3 storey development close to these boundaries has also been avoided. It is therefore considered through the design process the amenity between both existing and proposed residents with the development can be protected.

### **7.1 The Concept Plan**

The Concept Plan attached at **Appendix.2.** illustrates a development which will focus movement to encourage cycle and pedestrian movements throughout the development and to link to the town centre to the north and employment areas, bus stops and school and sports centre to the west. The design has been based on avoiding a featureless cul-de-sac development but is instead based on a central avenue of public open space leading to the core of the site of which there will be a series of informal and formal housing layouts. This will enable both a sense of place within the development but also more intimate spaces off the central area.

## Granby Gardens, Ludgershall

The plan also shows a landmark building at the end of the central avenue, an area of public open space and play area, a home zone shared surface area to the south, around a “village green” area of informal public open space and a further children’s play area. Within the development courtyards, small public squares and private road areas will add further interest to the street scenes and add character within the development.

The nature of this development will also allow a higher density towards the centre of the development with three storey development possible whilst lower densities at two storeys will be achieved towards its edges. There may also be possibilities for having residential properties fronting on to The Drove to the west to add further interest and provide linkage through to neighbouring residential areas.

The southern and south-eastern boundary will see retention of the existing native boundary hedge, the provision of additional native planting, informal recreation areas with properties fronting on to these areas. The footpath/cycle links and “Trim Trails” use the “green corridors” of landscaping to gain access across the development.



## Granby Gardens, Ludgershall

### 8.0 Planning Application Requirements Summary

8.1 The 5.5 ha site is available for development in the short term and contains no features of recognised landscape, ecological or historical value. The elements of any future outline planning application of this site should specifically address:

- The provision of about 130 dwellings (with the potential to rise to around 150 dwellings)
- The agreement of a 50% affordable housing provision.
- Suitable access into the site from two points, access across the site and an updated Highways Assessment.
- Landscape buffer to the south and south-east using new and existing native tree and hedge planting.
- Providing a sustainable form of development with sustainable design and layout.
- Addressing water supply and sewerage capacity requirements.
- Provision of Casual & Equipped Play Spaces, related financial contributions and Trim Trail along the southern boundary.
- Dedicated Footpath and Cycle Links Across the site and into the existing road and footpath network.
- Safe and Attractive New Urban Environment.
- Good quality landscape, streetscape design and suitable car parking provision.
- Locally distinctive environment though following the established vernacular style.



## Granby Gardens, Ludgershall

### **9.0 Summary of Section 106 Legal Agreement Requirements.**

- The required affordable housing provision of 50%.
- The installation of casual and equipped play space and commuted payments for maintenance.
- Discussion with WCC Education Department over the need for a developer contribution.
- Off site commuted sum for formal sports pitch provision.
- Sustainable transport provision and highway works to enhance the pedestrian link to the town centre via Empress Way and provide for enhanced bus stop facilities on the Tidworth Road.
- Off site provision to Ludgershall Link Road – £40,000 subject to agreement with WCC Highways.
- Financial provision towards Memorial Hall roof repairs of up to £100,000.
- Off site commuted sum to support existing household recycling facilities in Ludgershall by agreement with Kennet District Council.
- Public Art contribution.
- Payment to achieve provision of water/sewerage to the site.

## **1 Local Plan Extracts**



**KENNET DISTRICT LOCAL PLAN – ADOPTED APRIL 2004  
PLANNING BRIEF, GRANBY GARDENS, LUDGERSHALL  
KEY POLICIES**

**1.08 Environmental Aims of the Local Plan**

Wherever possible, development should: -

- *Use energy, water and other natural resources efficiently and with care;*
- *Minimise waste, then re-use or recover it through recycling, composting or energy recovery, and finally sustainably dispose of what is left;*
- *Limit pollution to levels which do not damage natural systems*
- *Value and protect the diversity of nature;*
- *Recognise the value of the built and archaeological heritage;*
- *Create or enhance places, spaces and buildings that work well, wear well and look well;*
- *Make settlements “human” in scale and form;*
- *Value and protect diversity and local distinctiveness and strengthen local community and cultural identity;*
- *Protect human health and amenity through safe, clear and pleasant environments;*
- *Ensure access to good foot, housing and fuel at a reasonable cost*
- *Meet local needs locally wherever possible*
- *Create a vibrant local economy that gives access to satisfying and rewarding work without damaging the local national or global environment;*
- *Encourage necessary access to facilities, services, goods and other people in ways which make less use of the car and minimise impacts on the environment;*
- *Make opportunities for culture, leisure and recreation readily available to all*

## **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) Environmental treatment;
- 9) Building materials, colour and detailing, and
- 10) The impact on residential amenity, including that caused by reason of noise and disturbance

## **Policy HC1 – STRATEGIC HOUSING PROVISION**

The Local Plan allows scope for the construction of about 7000 houses during the period 1991 to 2011, including land with outstanding planning permission. Planning permission will not be granted for new housing development which is inconsistent with the Plan's strategic objectives, set out at paragraph 1.14, to concentrate development on the three main settlements of Devizes, Marlborough and Tidworth with modest levels of growth in Pewsey, Ludgershall and Market Lavington. Elsewhere limited additional housing will only be permitted within those villages which have a range of facilities.

## **Policy HC2 – HOUSING ALLOCATIONS**

To meet the strategic housing requirements of the District the Local Plan allocates land for housing in the locations listed below and as shown on the Inset Maps.

Garden Centre, Granby Gardens Ludgershall – about 130 dwellings

## **Policy HC5 – NET HOUSING DENSITY**

Within the Limits of Development of Devizes, Marlborough, Market Lavington, Tidworth, Ludgershall and Pewsey the net density of residential development on large sites should be at least 30 dwellings per hectare, with the exception of housing sites that are allocated for a lower net density because of site constraints.

Residential development with a net density greater than 30 dwellings per hectare will be sought where: -

- a) the location is close to a concentration of employment, a Town Centre or a public transport service where higher densities can contribute to a more sustainable pattern of development  
*or*
- b) the development provides housing for special local needs such as small units for single people or dwellings for elderly or disabled people.

To achieve densities greater than 30 dwellings per hectare in sustainable locations, (i.e. criteria a), the amount of open space required on each site by policies HC34 and HC35 may be reduced in consultation with the Local Planning Authority and will take account of the extent and position of

existing open space in the locality, to ensure that overall provision for occupiers of the new development is acceptable. A high standard of design in accordance with Policy PD1 remains essential.

### **Policy HC7 – HOUSING LAND**

Residential development that, is in accordance with other policies and proposals of the Plan, will be permitted where the proposal promotes sustainable development objectives by: -

- a) providing a network of streets, cycle path and footpaths within the site which are linked to existing streets, cycle paths and footpaths to reduce the need to travel and reduce the distance travelled by private car
- b) connecting to an existing public transport route to ensure the site is served by alternatives to the private car;
- c) ensuring public and private space is designed to encourage social/community interaction;
- d) including a mix of uses and house types to introduce variety and interest in the street scene;
- e) using topography and aspect of the site to maximise solar gain and reduce energy consumption; *and*
- f) ensuring that natural resources and materials, which exist throughout the life of the development, are re-used and re-cycled wherever possible

The size and location of the site will be a consideration when assessing the degree to which a site can incorporate each of the elements listed above.



## **Ludgershall**

### **Policy HC16**

#### **GARDEN CENTRE, GRANBY GARDENS**

The Local Plan allocates land for housing on a 5.5 ha site at Granby Garden Centre, Ludgershall as shown on Inset Map 3. Development of this site should construct the main distributor road to provide an unhindered connection to land to the east and provide a substantial landscape buffer to the south and south-east to minimise the wider landscape impact of the development.

2.32 This site is well related to the village centre and does not represent a significant intrusion into the surrounding countryside. However, a substantial landscape buffer should be provided to minimise as far as possible the potential impact of the development on views from the south and south-east and to create a definitive village boundary to the south of Ludgershall. A Planning Brief will be expected to address this issue, the issues raised in Paragraph 1.19, provide details of infrastructure improvements required on site and any off-site improvements needed to mitigate the effects of any increase in traffic generated by the development. Details will be revealed by a Traffic Assessment, which will also need to take into account the impact of increased traffic movements in Ludgershall and Tidworth. The site will need to secure access from two different points. Within the site, the main distributor road should be designed to provide an unhindered connection to land to the east. Recent residential development at Princess Mary Gardens was to be connected to the main road network further east through the formerly proposed employment allocation south of the railway line. However, a connection across the railway line, into the main road network, has not proved possible. The long term opportunity to provide a secondary access to the development at Princess Mary Gardens should not be closed, hence the requirement to provide an unhindered road connection to land to the east of this allocation.

### **Policy HC30 – AFFORDABLE HOUSING ON LARGE SITES**

Where a local need has been established, the Local Planning Authority will negotiate with developers to secure an element of affordable housing on each of the allocated housing sites listed in Policy HC2 and unforeseen housing sites involving 25 dwellings or more or 1 hectare (irrespective of the number of dwellings) of land that come forward in Devizes, Marlborough, Tidworth, Pewsey, Market Lavington and Ludgershall. Additionally, within Marlborough, where acute pressure for affordable housing can be shown, the Local Planning Authority will also seek to negotiate an element of affordable housing on sites involving 15 or more houses or half a hectare of land (irrespective of the number of dwellings).

The Local Planning Authority will seek to negotiate about a 30% “subsidised” affordable housing contribution and a 20% low cost market housing contribution on appropriate unforeseen housing sites subject to evidence of local housing need supporting this level of provision and individual site characteristics.

In relation to the sites listed in Policy HC2 the Local Planning Authority will seek to negotiate the following levels of provision:

Garden Centre, Granby Gardens, Ludgershall Subsidised- about 40, Low Cost about 25

### **Policy HC31 – INTEGRATION OF AFFORDABLE HOUSING**

Planning permission will only be granted where the affordable housing provided in accordance with policy CH30 is:

- a) carefully integrated within the overall development
- b) distributed in accordance with design principles established in policy PD1
- c) clustered in small groups of housing of not more than 10 dwellings, *and*
- d) the size and type of individual houses proposed reflects local needs

The level of acceptable integration may vary to reflect the size of the housing site, the form of development proposed and the type of affordable housing proposed.

#### **Policy HC34 – RECREATION PROVISION ON LARGE HOUSING SITES**

In new residential developments of 20 or more dwelling units recreational open space will be required to be provided on the basis of 2.43ha/1000 people, comprising:

- a) equipped play space – 0.31ha/1000 people
- b) casual play space – 0.41ha/1000 people
- c) formal sports/pitches – 1.71ha/1000 people

#### **Policy HC36 – RETENTION OF LAND FOR RECREATION**

The recreation land provided under policies HC34 and HC35 should always be available and maintained as recreation space for the benefit, primarily, of residents of the related housing development. Therefore, planning permission will be subject to conditions or a planning obligation will be negotiated to ensure that the recreation space is provided to an agreed standard and site specification and remains available and maintained in the long term

#### **Policy HC42 – ADDITIONAL SOCIAL AND COMMUNITY NEEDS**

In the case of new housing developments involving 25 or more dwellings or 1 hectare of land (irrespective of the number of dwellings) the Local Planning Authority will need to be satisfied that the social and community needs of the new residents can be met. Where the Local Planning Authority has evidence to demonstrate that these needs cannot be met by existing infrastructure, appropriate provision to meet the needs arising from the development will be sought.

#### **Policy HC43 – OFF SITE SERVICE INFRASTRUCTURE**

Development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul drainage or sewage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.

When improvements in off-site infrastructure are programmed, the commencement of development will be co-ordinated with its provision. Where necessary improvements in off-site provision are not programmed, developer contributions towards the upgrading of existing provision to meet the requirements of the new development will be sought.

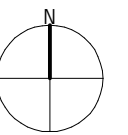
## **2 Concept Plan**



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job: GARDEN CENTRE  
 GRANBY GARDENS  
 LUDGERSHALL  
 WILTSHIRE



client: WATTON & SONS

drawing: CONCEPT PLAN

**Drewatt  
 Neate** 

ARCHITECTURE  
 AND  
 TOWN PLANNING

date: JUNE 05 scale: 1:1250 @ A3  
 job no: 2461 drg. no: SK01 rev:

Donnington Priory, Donnington,  
 Newbury, Berkshire, RG14 2JE  
 tel: 01635 234020

### **3 Density/ Height Plan**





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 DO NOT SCALE FROM THIS DRAWING.

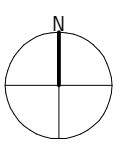


	<b>HIGH DENSITY</b> 2 TO 3 STOREY
	<b>MEDIUM DENSITY</b> 2 STOREY
	<b>LOW DENSITY</b> 2 STOREY

job: GARDEN CENTRE  
 GRANBY GARDENS  
 LUDGERSHALL  
 WILTSHIRE

client: WATTON & SONS

drawing: DENSITIES & HEIGHTS



**Dreweatt Neate**

ARCHITECTURE  
 AND  
 TOWN PLANNING

date: SEP 05 scale: 1:1250 @ A3  
 job no: 2461 drg. no: SK02 rev:

Donnington Priory, Donnington,  
 Newbury, Berkshire, RG14 2JE  
 tel: 01635 234020