

Date of Meeting	20 th November 2014
Application Number	14/04684/FUL
Site Address	Ludgershall Garden Centre, Granby Gardens, 25 Astor Crescent Ludgershall, Wiltshire, SP11 9RG
Proposal	Full planning application for the residential redevelopment of the site for 208 units and their associated car parking, provision of areas of open space and play, and re-use/enhancement of the existing vehicular access from Astor Crescent, along with another new vehicular access from Simmonds Road, and off-site pedestrian improvements alongside New Drove, following demolition of the Garden Centre and its associated outbuildings at Granby Gardens, Astor Crescent, Ludgershall
Applicant	Mr Steve Carrington
Town/Parish Council	LUDGERSHALL
Division	LUDGERSHALL AND PERHAM DOWN
Grid Ref	426413 150509
Type of application	Full Planning
Case Officer	Adam Madge

Reason for the application being considered by Committee

The applicants have appealed against non-determination of this application within the statutory time period allowed, and the proposal is now to be determined at Public Inquiry or hearing. As a result, officers must seek Councillors opinion of the application scheme, and what stance the Council should take at the forthcoming appeal.

1. Purpose of Report

This application has been appealed by the applicants and therefore the decision on this application will now be made by the Secretary of State. The application is however brought to committee in order that members can decide how they would have determined the application had it not been appealed and therefore how they would wish officers to proceed with the appeal.

2. Report Summary

The main issues to consider are:

- a) The principle of development;

- b) Whether the site can accommodate up to 181 dwellings, together with the necessary car parking, public open space and strategic landscaping;
- c) Whether the proposed access arrangements are satisfactory; and
Whether the development would make the necessary contributions towards affordable housing, education infrastructure, etc.

3. Site Description

This application relates to land at the Garden Centre, Granby Gardens, Ludgershall. The site covers an area of approximately 5.5 hectares and includes various buildings associated with the garden centre, car park and sales area, together with a pair of dormer bungalows. Approximately two thirds of the site is greenfield land.



4.Planning History

- E/2012/0515/OUT Outline application for demolition of garden centre and construction of up to 181 dwellings with associated car parking, public open space and play areas. Access to be taken from Astor Crescent with secondary emergency - vehicle - only access from Simmonds Road or Princess Mary Gardens. Offsite pedestrian improvements along New Drive. Application withdrawn.
- E/2012/1362/FUL Erect a bungalow to the side of the existing development and install boundary fence between and to introduce shared access and off road parking for up to two family sized vehicles for both dwellings. Application refused 2/11/2012 then appealed, Appeal allowed

E/2012/1543/OUT Demolition of garden centre and its associated out buildings. Residential redevelopment of site with up to 181 houses and associated car parking, and provision of areas of public open space and children's play. Vehicular access to be via existing garden centre entrance onto Astor Crescent and new access onto Princess Mary Gardens. – Application appealed and then appeal withdrawn

14/06522/FUL Full planning application for the residential redevelopment of the site for 181 units and their associated car parking, provision of areas of open space and play, and re-use/enhancement of the existing vehicular access from Astor Crescent, along with another new vehicular access from Simmonds Road, and off-site pedestrian improvements alongside New Drive, following demolition of the Garden Centre and its associated outbuildings at Granby Gardens, Astor Crescent, Ludgershall – Report on this application set out above.

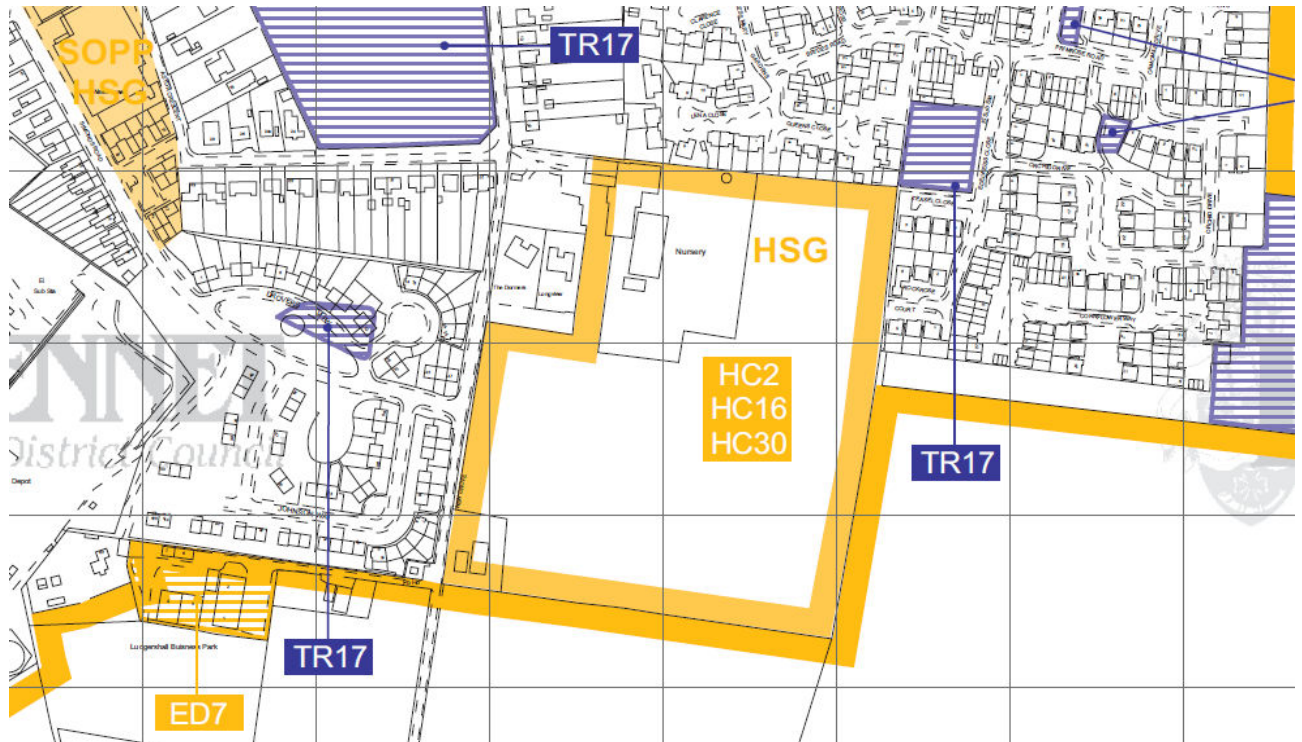
5. The Proposal

This application seeks full planning permission for the redevelopment of the garden centre with a residential scheme of 208 dwellings, together with associated car parking, public open space and children's play provision. The application is in full. Vehicular access would be primarily via Simmonds Road, with an additional access onto Springfield Road. The application submission includes a proposed layout shown below.



6. Planning Policy

Saved **Policies HC2 & HC16** of the Kennet Local Plan 2011 allocate the site for residential development of about 130 dwellings. Policy HC16 stipulates that development 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. The policy supporting text states that the site will need to secure access from two different points.



Extract from Kennet Local Plan 2011 Proposals Map

Saved **Policy HC5** of the local plan states that within the Limits of Development of Ludgershall 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 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.

Saved **Policy HC7** of the local plan states that residential development must meet sustainable development objectives by:

- a) providing a network of streets, cycle paths 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 reused and re-cycled whenever possible.

Saved **Policy PD1** requires a high standard of design in all new developments and also sets out a range of general development and design criteria which all proposals must 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.

Saved **Policy HC30** of the local plan states that the Council will seek to negotiate a 50% contribution of affordable housing on large sites, comprising 30% subsidised and 20% low cost market. (Note: The low cost market element was subsequently re-aligned to intermediate housing following the publication of PPS3.)

Saved **Policy HC34** sets out the requirements for recreation. In schemes of 20 or more dwelling units recreational open space will be required to be provided on the basis of 2.43 ha/1000 people, comprising:

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

For the purpose of this policy average household size is taken as 2.4. The policy is also amplified by the Supplementary Planning Guidance document “**Community Benefits from Planning**” (March 2005).

Saved **Policy HC37** requires developments involving 25 dwellings or more to ensure that the primary and secondary education needs of the population of the new development can be met either by existing school infrastructure or through improvements to the existing school infrastructure. A developer contribution will be sought in cases where there is evidence that demonstrates that the need for the improvement is a consequence of the new housing development.

Saved **Policy HC42** requires developments involving 25 dwellings or more to ensure that the social and community needs of the residents can be met. Where these cannot be made using existing infrastructure appropriate provision may be sought from individual developments. Advice on the application of this policy is contained in the SPG document ‘Community Benefits from Planning’.

A **Planning Brief** has also been prepared to guide development of the Granby Gardens site. This

identifies the potential for the site to accommodate up to 150 dwellings.

The **interim development control policy** regarding **On-site Renewable Energy**, adopted by the former Kennet District Council and still extant, is relevant. This policy requires larger-scale developments to provide, as a minimum, sufficient on-site renewable energy to reduce CO₂ emissions from energy use by users of the buildings constructed on site by 10%. Developers will be expected to demonstrate that they have explored all renewable energy options, and designed their developments to incorporate any renewable energy requirements.

Minimum residential parking standards contained in the **Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy** are relevant to the assessment of the indicative site layout.

The **emerging Wiltshire Core Strategy** continues to save local plan policies HC2, HC16, HC34 & HC37. Policies PD1, HC5 & HC7 are due to be replaced by core policy CP57 (Ensuring high quality design and place shaping), policy HC30 by core policy CP43 (Providing affordable homes) and policy HC42 by core policy CP3 (Infrastructure requirements). The interim development control policy regarding on-site renewable energy will be superseded by core policy CP41 (Sustainable construction and low-carbon energy) which moves the emphasis towards sustainable construction. Appeal inspectors are giving the emerging Core Strategy limited weight at present and therefore the local plan policies are the primary consideration, with regard given to the 'direction of travel' of policy where appropriate.

Government policy contained in the **National Planning Policy Framework (NPPF)** is also a material consideration.

7.Consultations

Ludgershall Town Council

OBJECT to this application due to over development of the site contrary to PD1 Kennet Local Plan.

Environment Agency - Object to the proposal on the grounds that the current flood risk proposal provided contains insufficient detail which cannot be agreed as a condition

RSPB (No response to this application but on previous application) – *The application site is within 4km of the Salisbury Plain Special Protection Area (SPA) and therefore the Council will need to consider the potential impacts on stone-curlew, a designated interest feature of the SPA. Stone-curlews have been shown to be very susceptible to disturbance, particularly from walkers with dogs, with the effect being a decrease in breeding success. Further housing development is likely to increase recreational activity within the SPA and this has the potential to impact on stone-curlews. If recreational use increases, mitigation measures may be required to ensure that the SPA is not detrimentally affected. A developer contribution towards the Stone Curlew Project would be appropriate in this instance. The RSPB supports the findings of the applicant's ecology report but recommends that suitable provision is made for birds within the fabric of the buildings, not simply via retro-fit bird boxes. For example, certain species prefer locations under the eaves or behind the*

bargeboards of gable ends, and small groups of nest bricks or cavities may also be appropriate. A Wildlife Management Plan should be provided.

Wessex Water - Subject to application and agreement of flow rates it is envisaged that the development may connect to the existing 150mm DI main in Empress Way. Further appraisal will be required upon receipt of water supply application to determine if modulation of an existing PRV (pressure reducing valve) will be required. The cost of this network reinforcement is not significant and can be incorporated in the Section 41 Agreement (Water Industry Act 1991).

Buildings above two storeys will require on site boosted storage.

Wiltshire Council Arts Development Officer – An indicative figure for a public art contribution of a site of this size, based on £300 per dwelling, would be £54,300 and we would expect that no more than 10% of this figure to be spent upon the engagement of a public art advisor for the production of a public art plan.

Wiltshire Council Arboricultural Officer - No objection to the principle, which could also include the loss of the mature poor quality conifer hedge on the eastern boundary, subject to replacement planting the detail of which is to be agreed.

Wiltshire Council Drainage Officer – no objection subject to a condition to secure a scheme for surface water drainage, based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development. The submitted Flood Risk Assessment is acceptable.

Natural England – As the proposal is within close proximity to the North Wessex Downs AONB suggest that they are consulted. No objection to impact on the Salisbury Plain and SPA subject to a contribution being sought for habitat mitigation.

The applicant should Follow Natural England's Standing advice with regard to protected species. The local authority should consider the opportunity to provide biodiversity enhancements with this application.

Wiltshire Council Ecologist – Requests further reports in respect of the following –

- Updated Extended Phase I Habitat Survey Report – to include bat activity/building use by bats/use of tree roosts, comprehensive reptile survey and Phase II bird survey, as recommended in the Lizard Landscape Design Report.
- A mitigation and enhancement strategy relevant to the site ecology (as updated above) and to the proposal.

Design layout and landscaping plan drawings should include the mitigation and enhancement measures as annotations.

Wiltshire Council Education – A final education response was still awaited at the time this report was written.

Wiltshire Council Environmental Health Officer – No objection subject to a condition requiring restrictions on hours of working.

Wiltshire Council Environmental Services – No objections subject to a condition concerning hours of working on site.

Wiltshire Council Housing Officer – No objection subject to a 30% affordable housing contribution.

Wiltshire Fire and Rescue – No objections but advice offered on Access, water supplies and Fire Safety legislation.

Wiltshire Council Highways – No objection to the principle of the development, but detailed concerns relating to the current proposed layout of the site. **Full comments set out in appendix at the foot of this report.**

8. Publicity

21 letters of objection received relating to the following points –

- A) 208 dwellings is overdevelopment of the site.
- B) considered that both Symonds road and Astor Crescent are inappropriate for access to this site.
- C) Unless there are plans to take traffic away from the bottle neck at Empress Way/Tidworth road traffic lights the development should not go ahead.
- D) Consider that there should be an unhindered access to the East of the site as the planning brief states.
- E) No 23 Astor Crescent is concerned that Sight lines may affect their property.
- F) Consider site plan is invalid as it does not contain all the land necessary to carry out development (*note on legal advice the site plan has been amended to include all the land necessary to carry out the development*)
- G) Draft unilateral undertaking is not available on the web (*this has since been published on the councils website*)
- H) Considers the proposal does not comply with Kennet policy HC16 as the access does not extend to the Eastern boundary.
- I) The amount of traffic on Simmonds road would be excessive and would lead to accidents.
- J) Concern about the amount of vehicles going through Astor crescent.
- K) Access should be available via Edelweiss Close and Princess Mary Gardens
- L) The development should provide several safe play areas for children.
- M) Concern that there is insufficient infrastructure being provided for this development including new schools and a doctors surgery.

- N) Questions whether application takes account of all the extra troops that will be moved back to Ludgershall?
- O) No objection to the need for extra housing but object to the access points in and out.
- P) Suggest that the new estate gets split into three and that each road has it's own access road via Simonds road/Astor Crescent/Princess Mary Gardens this will mean that no one road will have to cope with the traffic.
- Q) Concern that the hedgerow bordering Lena Close and Queens Close will be destroyed and that there will be a lack of security along this hedgeline.
- R) Query the housing figures put forward by the councils spatial planning department as neighbour considers that the 1750 dwelling target will be exceeded by at least 165 dwellings by the end of 2026 which is another 12 years away.
- S) Concern expressed about the landscaping strip adjacent Lena Close and how this will be maintained.
- T) Consider that sewage for the proposal will not be adequate.
- U) Consider that there are bats and other forms of biodiversity on the site which need to be protected.
- V) Consider that the number of dwellings on site is excessive/too dense
- W) 40% affordable housing is too high.
- X) A concern has been raised about the removal of asbestos from the site.
- Y) Concerns are raised about the Annexe at 7 Queens Close in relation to fire risk the proximity of the window to the planting strip and other issues.

9. Planning Considerations

9.1 Principle of Development

The principle of residential development on this site has been established by its inclusion as an allocation in the Kennet Local Plan 2011. The relevant local plan policy (HC16) has been saved under the emerging Wiltshire Core Strategy so the site allocation for residential development remains extant.

9.2 Site Capacity

One of the key issues under the current application is whether the site has the capacity to accommodate 208 dwellings. Policy HC16 of the local plan does not refer to a specific number of dwellings but policy HC2 includes the figure of "about 130". The planning brief states that "there may be an opportunity to achieve in excess of 130 dwellings and potentially closer to a figure of 150 dwellings".

The application includes a layout to show how the number of dwellings being sought (208) could be accommodated on the site. The drawing submitted with the application meets the Council's requirements:

- Private gardens meet the minimum size (50sqm) set out in supplementary planning guidance on 'Community Benefits from Planning'.
- The dwellings maintain back-to-back spacing of 21m with each other and with existing dwellings. This meets the minimum requirements set out in the supplementary planning guidance document 'Community Benefits from Planning'.
- The layout and dwelling mix ensures that in the majority of cases wheelie bins and recycling boxes can be stored out of view to the side and rear of the property.
- The level of children's play provision complies with policy HC34 of the Kennet Local Plan and the space is well overlooked for security purposes.

Strategic landscaping is provided on the south and south-east site boundaries, as required by the planning brief. Development is two storeys throughout and buildings are set back from the boundaries with surrounding countryside.

On this basis of the above it is considered that the site is capable of accommodating up to 208 dwellings. In density terms this would equate to a gross density of approximately 37.8 dwellings per hectare which is not considered excessive. The site is sustainably located with good links to the village centre and therefore there is no objection to the number of dwellings being proposed. There are no highway objections to this amount of development on the site.

9.3 Access Arrangements

The current application includes access for consideration and this is one of the main reasons why the application has taken so long to reach determination stage. The local plan policy requirement is for the development to provide two points of access and for the main distributor road to provide an unhindered connection to land to the east. Appendix 2 of the planning brief includes a Concept Plan which shows access points from Simmonds Road / Roberts Road to the west and Astor Crescent to the north-west. The planning brief confirms that these access arrangements have been agreed in principle by the Highway Authority.

Earlier applications by the same applicant (E/2012/0515/OUT and E/2012/1543/OUT) sought approval for a scheme of up to 181 dwellings with a sole access from the existing garden centre access off Astor Crescent. These schemes were considered unacceptable by the Council's Highway Officer and they attracted a high level of objection from local residents. This resulted in the applications being withdrawn.

The current application seeks approval for a scheme of 208 dwellings with primary access from Simmonds Road and secondary access from Astor Crescent. This meets the policy requirement for two points of access. The Council's Highways Officer has recommended approval to the principle of access along Simmonds Road although he has a number of concerns about the detailed layout of the site. The applicant has not addressed these on the current application and therefore these must form reasons for refusal of the application.

The concerns of the highways officer are detailed concerns regarding the layout, such as road widths and road calming measures which could be resolved with the submission of new plans as has been done on the application for 181 houses. However the applicant has chosen in this case not to submit amended plans and therefore the highway objection

stands. (The detailed highways officer comments can be found at appendix 1). The application should therefore be refused on these grounds.

Various suggestions have been made by residents in Simmonds Road of alternative ways to access the site. However whilst traffic in Simmonds Road will inevitably increase as a result of this development it is not considered that the extent of harm to amenity or traffic safety in Simmonds Road is sufficient to refuse planning permission. Splitting traffic three ways between other roads will merely cause amenity and more significantly highway safety issues in two locations that would not be caused by this scheme.

It is not considered necessary by the highways officer to introduce Bollards or a 20mph speed limit in Simmonds Road in order to calm traffic in this location. Speeding in Simmonds Road if it occurs is not a matter to be dealt with by this application it should be reported to the relevant authorities to deal with.

9.4 Contributions

The Planning Brief lists the contributions required from this development and provides a framework for assessing the current application. The applicants initially indicated that the pot of money available for making developer contributions was limited by viability considerations, with the monies being requested for education being a particular sticking point. However, the applicants have recently indicated verbally that they are prepared to sign up to the Council's requested S106 heads of terms:

- **Affordable Housing** – 30% affordable housing across the site.
- **Education** - A final education response was still awaited at the time this report was written
- **Highway Contributions** –
 1. £115,000 index linked to date of payment for congestion relief in Ludgershall.
 2. Planing off 30mm and resurfacing of the Astor Crescent North footway (between the site entrance and Empress Way) and street lighting of this section of Astor crescent to current residential road lighting standards.
 3. Construction of the junction table at the Astor Crescent access point to include payment of costs of advertising and administration (vertical traffic calming measures on existing highway have to be advertised and consulted upon).
- **Children's Recreation** - Installation of play equipment and a trim trail (and commuted payments for maintenance if the applicants want to offer the equipment to the Council for adoption).
- **Adult Recreation** – Off-site contribution of £72,599.00 towards pitch provision, in accordance with policy HC34 of the Kennet Local Plan 2011.

- **Social and Community Infrastructure** - £100,000 towards Memorial Hall roof repairs, in accordance with policy HC42 of the Kennet Local Plan 2011 and the planning brief.
- **Ecology** - £19,877.42 towards the Stone Curlew Project within the Special Protection Area for Birds, to mitigate for the impact of increased use of Salisbury Plain for recreational activity by residents of the development.
- **S106 Monitoring Fee** – £3,000.

The biggest discrepancy with the planning brief is on the subject of affordable housing. The local plan policy requirement is for 50% affordable housing but this figure was set on the basis that social housing grant would be available. This is no longer the case and therefore it is unreasonable to expect schemes to be viable with 50% affordable housing. The emerging Core Strategy requires schemes to provide 30% affordable housing so this is the 'direction of travel' of planning policy. Officers have therefore agreed that 30% affordable housing contribution is appropriate.

It should be noted that certain contributions listed in the brief have not been requested from the applicant. These include:

- £40,000 towards the Ludgershall Link Road (this is no longer a viable scheme).
- Off-site commuted sum to support existing household recycling facilities (the Council now operates a kerbside recycling scheme so this contribution is no longer required).

Public Art contribution (the local plan policy requiring a contribution was not saved so there is no longer any policy basis).

The planning brief makes reference to the need for development proposals to address water supply and sewage capacity requirements. It is clear that network reinforcement may be required for water supply and additional off-site sewers for foul drainage. This would come at a cost to the developer; however, it can be secured through the Water Industry Act rather than the S106 agreement.

9.5 Issues raised by objectors

The primary cause for objection by neighbours to this application is the access which is to be mainly from Simmonds Road. This is discussed at 9.3 above.

- The planning brief stipulates that there must be a landscape buffer on the south and south-east boundaries of the site. There is no requirement for a buffer along the northern boundary and providing that development maintains minimum 21m back-to-back distances then there should be no issue with loss of amenity for existing residents. Having said this a buffer strip is shown on the Northern boundary and the applicants have raised no objections to the residents along Lena Close being given part of this Buffer strip in the future where it adjoins their gardens to maintain as residents are otherwise concerned the Buffer strip will not be maintained.
- It is not considered that there would be any loss of privacy arising from the siting of plots adjacent to the eastern site boundary. The affected properties in Lena Close, Queens Close and Edelweiss Close are already overlooked by their neighbours. The

perception of being overlooked can be mitigated by the retention of existing tree belt along this boundary or, more likely, the planting of new trees along this boundary.

- The Ash trees adjacent to the garden centre access (and adjacent 23 Astor Crescent) would not be harmed by the development. This area is already hard surfaced and appropriate construction techniques can be used to prevent harm to the trees.
- The existing line of conifer trees along the northern boundary is unattractive and is likely to create future maintenance issues. Removal and replanting is therefore a better option.

In relation to other matters raised by objectors:

- This is an allocated housing site and therefore the principle of development is acceptable. Developer contributions will be taken for improvements to existing school infrastructure but there are no local plan policies to address the impact upon health service infrastructure.
- The Medical Supplies Depot is an unforeseen windfall site. The army rebasing programme is separate to this application. The Granby Gardens site is still allocated for residential development and therefore planning permission cannot be refused simply because another site has become available or other sites for housing are likely to come forward.
- Concerns are raised regarding the impact upon ecology, but the applicant has supplied an ecology survey and the Council's ecologist has been consulted on this.
- The Council's policies require 40% affordable housing. However this has now been reduced to 30% across the development because of viability issues.
- Policy H16 requires that the access for this site extends to the Eastern boundary. The applicants have shown the access to extend as far as they can towards the Eastern boundary although there is a ransom strip in this location. Any future development on the Eastern boundary will need to deal with this in the same way this development has dealt with the ransom strip on the Western boundary.
- The application will provide and fund a play area in the middle of the site as required by policy. It is considered that this adequate to serve the needs of the development.
- With regards to Bats and other wildlife on the site ecological reports have been prepared and at the time of writing were due to be assessed by the councils ecologist once available members will be brought an update on this.
- The removal of asbestos from the site is covered under separate legislation and laws which will need to adhered to by the future developers of this site.

The issues with regard to the window on the annexe at no 7 Queens Close have been resolved by moving the buffer strip away from the boundary at this point.

10. Conclusion

The principle of residential development on this site has been established by its inclusion as an allocation in the Kennet Local Plan 2011. It is considered that the site can accommodate the number of dwellings being proposed together with the necessary private gardens, strategic landscaping, public open space, children's play areas and car parking as shown in the plans. This revised scheme using Simmonds Road/Roberts Road as the primary access and Astor Crescent serving as the secondary access, is considered acceptable and would not give rise to any highway safety issues. However in view of the lack of amended plans to address the outstanding highways issues on this application and the fact that a legal agreement has not been entered into it is recommended that the Council oppose the appeal lodged for the reasons set out below

RECOMMENDATION Refuse planning permission for the following reasons –

- 1) In the absence of plans amending the scheme to reflect the highways officers concerns as set out in his consultation response of the 20th August 2014 (and as attached) with regard to parking, internal road widths, service strips turning heads and other internal highway related issues within the estate layout. It is considered that the layout as submitted will lead to an unsafe highway configuration for both vehicular and pedestrian traffic contrary to policy AT1 of the Kennet Local plan.**

- 2) In the absence of a suitable legal agreement, a scheme and suitable financial contributions for Education, Affordable Housing, highways contribution for congestion relief, adult and children's recreation, social and community infrastructure and ecology cannot be secured. The proposal would therefore fail to accord with saved policies HC34 and HC42 of the Kennet Local Plan.**

Appendix 1 Highways response -

Highways response

I refer to the above planning application. The application includes access to both Simmonds Road and Astor Crescent together with no vehicular access to Princess Mary Gardens all of which as you know is the best, and long sought arrangement from the highway point of view.

The Transport Assessment has taken a robust and thorough approach to checking the capacity of nearby junctions, and follows the scoping approach which was agreed. In particular significant committed development has been included in the assessment (Castledown Business Park, Drumond Park, Empress Way and the Tidworth NEQ development).

Traffic from the development for the analysed growth year (2019) has been

examined in two scenarios of distribution:-

1. Assuming development traffic would split 50% Astor Crescent and 50% Simmonds Road.

2. Assuming 100% of development traffic would use Simmonds Road.

This is a robust analysis for checking the affected junctions as in reality about 85 - 90% will use Simmonds Road, and only about 10-15% Astor Crescent.

Unless mentioned below, junctions will operate in a satisfactory manner.

Tidworth Road / Astor Crescent traffic signals

If the junction remains unchanged there will be some capacity issues in 2019 with the development adding up to 7 vehicles to expected queue lengths, taking the max queue on the A3026 westbound arm to about 29 vehicles. However this is considered acceptable and in any case the signal cycle time can be further increased which should remove this issue.

A3026 / A342 High Street Memorial junction

The junction will be significantly over capacity in 2019 both when considered with or without the development. The development will increase the expected queue on the A3026 Andover Road by 36 vehicles to a queue of around 200 vehicles in the PM peak. This is unsatisfactory, however the possible signalisation of the junction under the Drummond Park development would remove this issue and give a satisfactory junction operation. At this stage there can be no guarantee that Drummond Park will proceed. Given the level of detriment it is considered that the Granby Gardens development should contribute on a time limited basis to congestion relief in Ludgershall on a proportionate basis to the Drummond Park transport contribution, with the contribution being used for part of the signalisation scheme or other forms of congestion relief within the town.

Detailed layout considerations

The parking provision is satisfactory.

A number of road edges have wavy lines. This may be a drafting error, but it is

important that the road edges are straight and conventional as to do otherwise would be extremely difficult to construct, maintain and drain.

At a considerable number of locations road widths and footway widths appear to be sub standard. It is essential that road widths are correctly indicated and can be ascertained. "The avenue" appears to be 6 metres – which is correct. Footways must be consistently 2 metres. While some side roads could be 4.8 metres if there is adequate provision for casual parking, the road serving 11-27 must be consistently 5.5 metres.

There should be local widening of the sharp bend at 136 to 6 metres.

There should be local widening of the sharp bends at 117 and 79.

The application is Full and there must be a refuse vehicle track of the correct size refuse vehicle included.

The aim is to move away from vertical traffic calming in residential developments.

The small areas of block paving should therefore not be raised, but should be edged on each approach by 1.5m wide rumble strips in granite setts or similar. Similar lowkey 1.5m wide rumble strips should be indicated on other straight sections of road: at plots 22, 76, 127, 134, and 143.

There should be some indication of what the shared surface road material is to be. I would expect block paving. After recent failures on other developments in the County resin bound surfaces will not be accepted.

2.4 x 33m splays should be indicated from each of the 9 junctions to the "avenue road" and the trees kept out of these splays. This will have some effect on tree positions, particularly on the road serving 36-41.

A turning head must be achieved for the road serving 36-41

Private accesses must not be over junction or turning head radii and some other solution must be found at plot 148 such as putting the parking spaces in the rear garden.

A 2 metre wide service strip (soft landscaped) must be indicated to the front of

dwellings 163-173.

There must be a 1 metre buffer strip between the parking spaces 153 / 154 and the carriageway.

Highway recommendations

I have no highway objection subject to the following:-

The submission of revised plans to take account of the detailed layout considerations above, and a suitable planning obligation and relevant conditions .