

Application Number:	PL/2026/00829
Location:	5 Pretoria Road Ludgershall, SP11 9PB
Proposal:	Erection of two of semi-detached dwellings and associated garages following earlier demolition of existing dwelling

[Pretoria Rd - Google Maps](#)

[5 Graspan Rd - Google Maps](#)

I refer to the above planning application received on 26th February 2026.

Proposal

The proposed development relates to the erection of two semi-detached dwellings on the site of a former single dwelling, which has previously been demolished. The proposed dwellings would each have three bedrooms.

The parking for the dwellings would be provided to the rear of the site in the form of garaging (with games room above) and surface parking spaces, which would be accessed from a shared private driveway.

Sustainability

The site is located within the built-up area of Ludgershall with access to local facilities and public transport via good pedestrian links. The proposal is therefore in compliance with Wiltshire Core Policy 60.

Access and parking

The proposed dwellings will have a frontage to Pretoria Road, but vehicular access and parking would be provided to the rear of the site which is accessed from Graspan Road via a shared private driveway which serves as access to parking areas for approximately 12 dwellings.

The shared access has a widened dropped kerb access at the junction with Graspan Road as it also serves the driveway access to 1 Pretoria Road. The standard of the private driveway is good, and whilst the width of the driveway is not sufficient for two cars to pass over the entire length, there is good intervisibility.

The former dwelling on the site had the use of the rear access drive for parking, and the proposal would therefore introduce additional vehicle movements associated with the net increase of one dwelling proposed on the site. Given the existing level of use of the access drive, it is considered that the traffic generated by one additional dwelling would not represent a significant impact on the safe use of the access and the adjoining public highway.

With regard to the proposals for car parking, the layout would provide a large single garage for each dwelling, which would adequately accommodate parking for one car and secure parking/storage for bicycles, together with two surface parking spaces for each dwelling.

The quantum of parking therefore accords with the current adopted Car Parking Standards, as set out in LTP3, which requires the provision of two spaces for a three-bedroom dwelling.

Table 7.1 Minimum parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

Waste collections

The submitted plans do not indicate any proposals for the location and storage of waste and recycling bins, and appropriate provision should be made to ensure ease of access to the storage location, and to enable bins to be presented on the highway for collection.

Summary and Recommendations

While the access route to the parking areas is not ideal, it is considered that the limited increase in vehicle movements associated with the net increase in dwellings served by the access drive would not, in this case, result in a highway safety concern.

It is therefore recommended the no highway objection is raised subject to the following conditions being attached to any permission granted.

Condition

Car parking

The development shall not be first occupied until the car parking spaces have been completed in accordance with the submitted details. The car parking spaces shall remain available for the parking of vehicles only thereafter.

Reason: In the interest of highway safety and, to promote sustainable travel choices and to accord with LTP3 Car Parking Strategy and Core Policy 61.

Amanda Hall
Highways Development Management Engineer