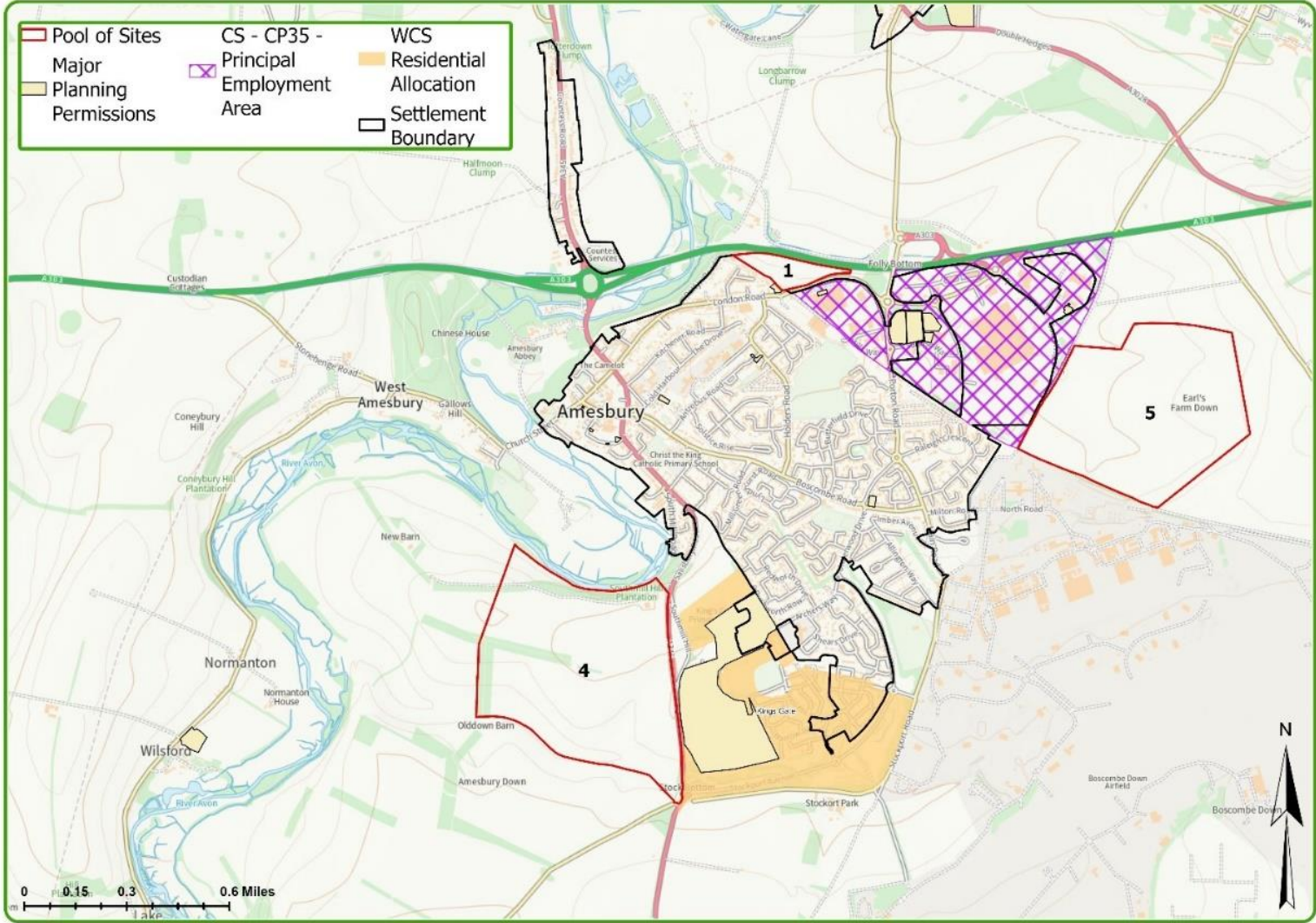


SA Annex 2.1 - Salisbury HMA: Amesbury and High Post Sites Assessment

Amesbury sites



<p>Site Number and SHELAA ref(s): Site 1 (SHELAA site 3379) Site name: Land north of London Road Site size: 4.48 ha Site capacity: approximate range 112 - 157 dwellings Site description: The site is a sloping, broadly triangular shaped field with screening planting adjacent to the A303, to the east of Countess Roundabout on the northern edge of Amesbury. To the north of the site is the A303, beyond which lies open countryside of Salisbury Plain. To the north-west is the River Avon. The site lies in the vicinity to existing employment uses including Minton Distribution Park on London Road.</p>	
<p>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses Decision-Aiding Questions. Will the development site...</p>	
1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?	<p>The site comprises a single arable field with surrounding hedgerows/trees, substantial in places. Notably the tree belt/hedgerow/embankment along the A303 appears well established along with the boundary along London Road. Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. For example, the retention of priority habitats with wide buffers should be factored in to reduce risk of light spill. The buffers will contribute towards biodiversity net gain (BNG) on site. A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas. Enhancing priority habitat (hedgerows and woodland) will have beneficial effects beyond the site boundary and would link up with wildlife habitat immediately to east and west. These linkages mean make it preferable to deliver BNG on-site.</p>
2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?	<p>This land is at approximately 80m AOD and 200m to the east of the River Avon Special Area of Conservation (SAC.) A ditch runs along the northern side, presumably to the river. Risk of adverse effects to SAC during construction and operation. SuDS to be designed to reduce phosphorus from surface water through settlement lagoons on site. This will increase land take and reduce housing capacity. Mitigation strategies required to address impacts on River Avon SAC and Salisbury Plain SPA. Road embankment to the west is priority broadleaved woodland habitat. The remainder of the boundary to the A303 and the boundary along London Road are both well-established hedgerows. There are no direct public rights of way to protected sites.</p>
3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS). There are no LGS within or in close proximity to this site.</p>
4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> • Ditch running along the northern side. • Road embankment to the west which is priority broadleaved woodland habitat. • The remainder of the boundary to the A303 and the boundary along London Road which both contain well-established hedgerows. <p>In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
<p>Assessment outcome (on balance): Minor adverse effect</p>	
<p>Summary of SA Objective 1</p> <ul style="list-style-type: none"> • The estimated capacity will be much reduced by the above requirements for mitigation. • The site comprises a single arable field with surrounding hedgerows/trees, substantial in places. Notably the tree belt/hedgerow/embankment along the A303 appears well established along with the boundary along London Road. 	

<ul style="list-style-type: none"> • Retention of priority habitats with wide buffers should be factored in. • A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas. • Mitigation strategies required to address impacts on River Avon SAC and Salisbury Plain SPA. SuDs to be designed to reduce phosphorus from surface water through settlement lagoons on site. This will increase land take and reduce housing capacity. • Scope for integrated GBI include opportunities presented by the retention of hedgerow boundaries and trees alongside suitable buffers. The development of the site should conserve and enhance GBI. • Overall, a minor adverse effect is considered likely against this objective. 	
SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings Decision-Aiding Questions. Will the development site...	
1. Ensure development maximises the efficient use of land?	Development of this site would need to consider its proximity to the A303 and likely mitigation measures to reduce effects of noise and emissions. This could entail a significant sized buffer zone in the north of the site that could impact on overall housing numbers and densities achievable on the site.
2. Maximise the reuse of Previously Developed Land?	This site consists of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL.
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	The vast majority of this site is greenfield, agricultural land which appears not to have been developed before. However, the site is intersected by former railway land and as such there may be some contamination. A more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence on Agricultural Land Classification (DEFRA spatial data download) shows this site as consisting wholly of Grade 3 agricultural land. There is no differentiation in the evidence between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV. Any development of this site should seek to protect the higher quality agricultural land, where possible.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through	<p>There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of any development on this site. The Amesbury Household Recycling Centre is located approximately 300m away at Mills Way.</p> <p>The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.</p>

integrated recycling infrastructure?	
Assessment outcome (on balance): Minor adverse effect	
<p>Summary of SA Objective 2</p> <ul style="list-style-type: none"> • This site consists of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL • Mitigation measures to reduce effects of noise and emissions from the A303 could impact on overall housing numbers and densities achievable on the site • The site appears not to have been developed before. However, the site is intersected by former railway land and as such there may be some contamination. A more detailed assessment of any contaminated land would be required prior to any development coming forward • Evidence shows this site as consisting wholly of Grade 3 agricultural land • The site is not located within a designated Mineral Safeguarding Area • Overall, a minor adverse effect is considered likely against this objective 	
SA objective 3 - Use and manage water resources in a sustainable manner	
Decision-Aiding Questions. Will the development site...	
1. Protect surface, ground and drinking water quantity/ quality?	<p>This site is not covered by any Source Protection Zones, Drinking Water Safeguard Zones or Drinking Water Protected Areas. In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to any watercourses and ensuring that runoff does not enter these watercourses. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces.</p>
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>This site falls within the catchment area supplied by Wessex Water. With regards to water supply, there are no identified capacity issues for moderate development at this site in respect of connection to water supply networks. It is likely that moderate off-site infrastructure reinforcement would be required. A 9-inch water main passes through the site, and appropriate easements must be observed. The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site. With regard to foul network capacity, it is likely that moderate off-site infrastructure reinforcement would be required. Surface water to be discharged in accordance with local and national policy. There must be no surface water connections to the foul sewer network. With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development. Surface water would need to be discharged in accordance with local and national policy. There must be no surface water connections to the foul sewer network. Any development should follow the surface water hierarchy: 1. into the ground (infiltration); 2. to a surface water body; 3. to a surface water sewer, highway drain, or another drainage system; 4. to a combined sewer. Where infiltration is not a viable option then flows being released from the site would need a controlled discharge and to be agreed with the council on a site-by-site basis. Flows from greenfield sites should aim for 20% betterment over pre-developed discharge rates.</p>
Assessment outcome (on balance): Moderate (significant) adverse effect	
<p>Summary of SA Objective 3</p> <ul style="list-style-type: none"> • The site is not covered by any Source Protection Zones, Drinking Water Safeguard Zones or Drinking Water Protected Areas. • The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site. • With regards to water supply, there are no identified capacity issues for moderate development at this site in respect of connection to water supply networks. A 9-inch water main passes through the site, and appropriate easements must be observed. • With regard to foul network capacity, it is likely that significant off-site infrastructure reinforcement would be required. • With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development. • On the basis of the above evidence, a moderate adverse effect is likely. 	
SA objective 4 - Improve air quality and reduce all sources of environmental pollution	

Decision-Aiding Questions. Will the development site...	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. Road traffic noise will need to be assessed and mitigated against. The site is likely to be affected by noise, light and vibration from adjacent uses. The site is bounded to the north by the A303 and industrial estates to the south. The topography of the site slopes in a bowl towards the A303, therefore impacts of noise, air quality and light pollution are unlikely to be satisfactorily mitigated for residential uses. The site is also adjacent to industrial estate uses, which may result in adverse impacts. Noise impacts from the potential future tunnelling of the A303 may also arise. Physical separation from the A303 as a noise source is unlikely to be an effective form of mitigation for residential uses due to the topography of the site.
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	Amesbury does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective, it is however, on major road networks that feed into Salisbury. Salisbury has several AQMAs, where significant traffic management or other measures are needed to remove significant levels of traffic. If allocations at Amesbury are made through the LPR then CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders. Air Quality assessment would be required showing cumulative effects of development on relevant receptors in the AQMAs in Salisbury.
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	The site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
Assessment outcome (on balance): Major (significant) adverse effect	
Summary of SA Objective 4	
<ul style="list-style-type: none"> • Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. • The site is bounded to the north by the A303, industrial estates to the south, with sloped topography towards the A303. • Impacts of noise from the A303 are unlikely to be possible to be satisfactorily mitigated for residential uses. • Air quality would also need to be assessed. • Noise impacts from the potential future tunnelling of the A303 may also arise. • Amesbury does not have any AQMAs but is located on major road networks that feed into Salisbury, which has several AQMAs and where significant traffic management or other measures are needed to remove significant levels of traffic. • Based on the above evidence, a major adverse effect is likely. 	
SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)	
Decision-Aiding Questions. Will the development site...	
1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?	As this is a smaller site, it is considered that minor emissions would be produced during the construction and occupation of the site. Mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport. It would be possible for a development of this scale to include minor renewable energy generation; however, this would mainly be within buildings rather than areas of open space. There is no existing district heating network for this site to link into. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and

	identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?	The whole site is in Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. There are no main rivers within 100m of the site.
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	There is a low risk of groundwater flooding across 67% of the site. Low groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. The site borders and is traversed by approximately 3 small watercourses. This could impact on the amount of developable land available, but also represents an opportunity to enhance biodiversity and Green/Blue Infrastructure. There is a high risk of surface water flooding on 1 % of the site. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn't worsened elsewhere.
4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?	Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. This site is located close to the town centre, enabling active travel to the town centre and ease of access to public transport. It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials). As this is a small site, there may not be much provision for large areas of Green Infrastructure, however there will be less greenfield land lost. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates. Some SuDS may be difficult to implement due to high groundwater levels.
Assessment outcome (on balance): Minor adverse effect	
Summary of SA Objective 5 <ul style="list-style-type: none"> • All of the site is in Flood Zone 1. • Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere. • Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. • There is a low risk across much of the site associated with groundwater. This could impact upon some sustainable drainage techniques. • It would be possible for this development to include renewable energy generation, however there may be limited opportunity to use open space as this is a smaller site. It is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change. • Although the size of this site may not lend itself to large amounts of renewable energy opportunity, it also has the potential to produce less greenhouse gas emissions than a larger site. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport. 	

<ul style="list-style-type: none"> Overall, this is a smaller site which should produce fewer emissions than a larger one. It is considered that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. New development would be in Flood Zone 1. However, given there is some risk related to groundwater levels and the loss of greenfield land which thus natural drainage, a minor adverse effect is likely. 	
SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy Decision-Aiding Questions. Will the development site...	
1. Support the development of renewable and low carbon sources of energy?	<p>As this is a small site, there may be less space available for opportunities to support energy generation from renewable and low carbon sources. There may still be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> maximises the potential for suitable development. considers identifying suitable areas and options for renewable and low carbon energy sources; and identifies opportunities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure.</p> <p>Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>As this is a smaller site, there would be less demand on the current infrastructure. According to SSEN's generation availability map, the substation in Amesbury is constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid without reinforcement, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Amesbury is constrained, therefore could potentially struggle to withstand further significant demand. Early conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>If the site was able to support its own renewable energy, then the site would be less likely to depend on the grid, however it is considered that this site may struggle to allocate much space for renewables.</p>
3. Create economic and employment opportunities in sustainable green technologies?	<p>It is considered that a site of this size would enable fewer economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure however it is considered that most of the site will be used for development to improve viability.</p>
4. Deliver high-quality development that maximises the use of sustainable construction materials?	<p>It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.</p>
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	<p>It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating electric vehicle charging points into site design and also into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.</p>
Assessment outcome (on balance): Neutral effect	

Summary of SA Objective 6

- It is considered that a site of this size would not support large-scale renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is limited space available. It would still be possible to generate renewable energy on a smaller scale.
- There will need to be a positive strategy for energy from developers, for example, solar panels.
- As this is a smaller site, energy demand will be less than a larger site.
- New developments should consider incorporating electric vehicle charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.
- It is considered that the current energy infrastructure in Amesbury is under pressure and early discussions about grid connections with SSEN would be required.
- Overall, given that this is a smaller site, energy demand will be less than that of a larger site. However, there may be less opportunity for large-scale renewable energy opportunities and the existing infrastructure is already constrained. Nevertheless, there may still be opportunities for small scale renewable energy generation, therefore a neutral effect is considered likely against this objective.

SA objective 7 - Protect, maintain and enhance the historic environment
Decision-Aiding Questions. Will the development site...

<p>1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks & Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?</p>	<p>The site is located within the 100m buffer of a registered Park and Garden (Amesbury Abbey- Grade II* listed) which does not extend into the site however, the site may contribute to its wider setting. Further research may be needed to analyse and determine the site's contribution to the sensitive Registered Park and Garden adjacent. Any potential for indirect impact on the OUV of the World Heritage Site requires assessment and input from WHS will be required on implications for the World Heritage Site.</p> <p>Iron Age Disc barrow, round barrows and Saxon cemetery found during watching brief in the southern site area and buffer area indicate potential for further burials across the site. Further investigation is likely needed during a planning application process in the form of geophysical survey and subsequent trial trenching to identify the presence and significance of potential further burial remains across the site. Following further investigation, mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required, potentially in the southern site area though this could extend across much of the site. Mitigation strategy could include preservation by record where preservation in situ is not required and a potential management strategy. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is moderate.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?</p>	<p>In accordance with national policy/local policy, the development of the site for housing could deliver housing that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance. The site is not located near to a conservation area however there is a Registered Park and Garden in the vicinity, although it is considered that development has the potential for appropriate mitigation measures to safeguard the historic environment of the site and its immediate surroundings.</p>

Assessment outcome (on balance): Moderate (significant) adverse effect

Summary of SA Objective 7

- The potential for significant adverse heritage/conservation effects is low.
- The potential for significant adverse archaeological effects is moderate.
- The potential for significant adverse historic landscape effects is low.
- The site is not located near to a conservation area.
- Overall, a moderate adverse effect is likely.

SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place.
Decision-Aiding Questions. Will the development site...

1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?

The Cranborne Chase AONB sits approximately 10km to the southwest of the site while Stonehenge, Avebury and Associated Sites World Heritage Site approximately 750m to the west. Amesbury Abbey Registered Park and Garden (Grade II*) is <100m to the west. While development should be sensitive to these landscapes, significant impacts on nationally designated landscapes from development are not anticipated.

2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?

The site, comprising a small triangular arable field, lies to the north of Amesbury, south of the A303 adjacent to various commercial land uses. Gently sloping down from approximately 90m AOD in the south, to approximately 80m AOD in the north, the landform then gently rises to the north of the site, towards Bulford. The River Avon meanders through a narrow, shallow valley to the northwest and west of the site, around the northwest of Amesbury. Providing a buffer between the northern edge of Amesbury and the A303, roadside trees and tall shrubbery screen the site from the road. The western boundary is composed of a hedgerow and scattered trees along an unmade road while the southern boundary is composed of a similar variety of hedgerow and scattered trees along London Road.

North of the A303 is an expansive, open, rolling landscape of predominantly large, arable fields that separates Amesbury from Bulford and Durrington. There are scattered tree shelter belts across the surrounding landscape. There is more significant woodland/tree cover along the lower slopes of the hillsides, particularly through the River Avon valley. Boundary tree planting along the A303 links west along the site boundary, to join with woodland within the valley.

The site, forming part of the urban fringe of Amesbury, is influenced by a variety of residential and commercial land uses, including a large supermarket to the south while being separated from Amesbury Abbey Registered Park and Garden by residential and light commercial development to the north of London Road. The residential development on the northern outskirts of Amesbury is generally single storey, and well-integrated by strong tree buffers. Commercial units are more prominent and often intrusive in the local landscape, particularly those along London Road to the south of the site. There are a number of conspicuous human elements in proximity to the site, including lighting columns and security fence boundaries along London Road and large pylons and communications masts scattered across the open, rolling landscape to the north of the site.

The site itself forms part of an undesignated and indistinctive landscape on the urban edge of Amesbury, containing relatively unimportant components. However, tree boundaries contribute to a strong network of small woodland and tree planting that links with the wooded River Avon valley and provides a buffer to the urban edge.

Overall, it is considered that the site is of generally medium to low landscape sensitivity to development. The site has generally medium to high capacity to accommodate housing development.

Potential for significant adverse effects include the following:

- Potential for development to contribute to a conspicuous new urban edge to the north of Amesbury, where it breaks existing treed skylines;
- Potential for loss of hedgerows and trees that contribute to the local wooded character and settlement edge buffers.

	<p>Scope for mitigation includes the following:</p> <ul style="list-style-type: none"> • Avoid development that would be prominent on the settlement edge and break treed skylines; • Limit the height of development in order to respect the scale, setting and form of the existing settlement; • Retain and enhance vegetation along the north site boundary, to maintain green links through the local landscape and form an appropriate buffer to create a well-integrated settlement edge.
3. Protect and enhance rights of way, public open space and common land?	There are no public rights of way within the site. A public bridleway passes along the north side of the A303 to the north of the site and links into Amesbury Abbey Registered Park and Garden, which is <100m to the west of the site.
Assessment outcome (on balance): Minor adverse effect	
<p>Summary of SA Objective 8</p> <ul style="list-style-type: none"> • No significant impacts on nationally designated landscapes from development are anticipated. • Gently sloping, the site comprises of a small, triangular, arable field that provides a buffer between the north edge of Amesbury and the A303, bounded by trees and tall shrubbery alongside the A303. • The site forms part of the urban fringe of Amesbury and is influenced by a variety of residential and commercial land uses. Notably, a supermarket to the south, largely single storey residential development on the northern outskirts of Amesbury and more prominent commercial units to the south of the site. • The site forms part of an undesignated and indistinctive landscape on the urban edge of Amesbury. It is considered that the site is of generally medium to low landscape sensitivity to development. The site has generally medium to high capacity to accommodate housing development. • Overall, development of this site is considered likely to have a minor adverse effect on this SA objective. 	
<p>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</p> <p>Decision-Aiding Questions. Will the development site...</p>	
1. Provide an appropriate supply of affordable housing?	<p>The record of housing delivery at Amesbury to date has been broadly in line with planned levels over the WCS plan period, including significant recent delivery at the strategic allocation at Kings Gate.</p> <p>This site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area (such as the site's topography), the development range for this site means that it has potential to deliver a small number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Amesbury.</p>
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Should this smaller site be developed for residential uses, and notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a range of housing needs and types. The site has the potential to deliver a range of high-quality, sustainable homes of different types and tenures, which would be beneficial to addressing identified local housing needs.
Assessment outcome (on balance): Minor adverse effect	
<p>Summary of SA Objective 9</p> <ul style="list-style-type: none"> • The site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area, this smaller site could bring forward a small amount of affordable housing as part of a housing development. • The site would be likely to support a range of house types, tenures and sizes to meet different needs. • Overall, a minor positive effect is considered likely against this objective. 	
SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities	

Decision-Aiding Questions. Will the development site...	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	<p>The Indices of Multiple Deprivation (IMD) 2019 identify this site as being situated in a less deprived area. This site is positioned in close proximity to a more deprived area. Development would not direct homes and jobs towards a more deprived area so would be unlikely to result in social benefits in an area where it could have the most impact.</p> <p>The site has the potential to deliver up to 157 homes of different types and tenures. This site could deliver a reasonable level of affordable housing.</p> <p>There could be short-term benefits for the Amesbury area in terms of construction jobs and a larger workforce for local businesses.</p>
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	<p>Amesbury town centre is situated approximately 1km to the south-west of this site. The site benefits from good access to the public transport network. The site is located close to employment at London Road and Solstice Park. It benefits from good access to Holders Field, Lord's Walk and the River Avon green spaces.</p> <p>A housing development at this site could generate the need for 15-20 early years school places, 35-49 primary school places and 25-35 secondary places. Financial contributions would be required in creating new early years and secondary school places within existing provision. An existing surplus in primary school places would be able to meet needs arising from this site.</p> <p>The site is within 1km of Amesbury Health Centre. GP provision in Amesbury was forecast in 2016 to be subject to an increasing negative capacity gap by 2026. No particular issues have been highlighted at either of the two surgeries operating in the town, however the health centre site is thought to not be fit for purpose. The location of the site is unlikely to impact on the delivery of health services, but additional patients from any of the sites in Amesbury could have an impact on surgery capacity. Financial contributions are to be sought in line with the Council's infrastructure delivery policies.</p>
3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?	<p>The scale of this site suggests that development is less capable of delivering formal and informal public space onsite, however a potential buffer to the A303 to the north could form an opportunity for informal public space. The site is unlikely to support a mixed-use development including community uses due to its size and proximity to the A303. The site could provide some support to existing facilities, including those within the town centre and at the adjoining business parks. However, the site is small so these benefits are more likely to be apparent through new users than financial contributions.</p>
4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?	<p>Development of this site would be unlikely to make any contribution to rural social isolation due to the location of the site at Amesbury and the consequence of the A303 to the north as a barrier to integration with rural communities to the north.</p>
Assessment outcome (on balance): Minor positive effect	
<p>Summary of SA Objective 10</p> <ul style="list-style-type: none"> • Development at this site would not be directing new homes to a more deprived area. • The site is likely to provide a reasonable number of affordable homes as part of a housing development. • The site has good accessibility to the town centre. • The site is unlikely to support new formal greenspace but is located within an accessible distance of existing greenspaces in Amesbury. • Early years, primary and secondary schooling provision could be met through existing provision and through the creating of additional provision at existing facilities. • Accessibility to existing health care provision is good, however additional houses in the area could adversely affect existing GP capacity. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients. • The site would be unlikely to support the onsite provision of community facilities and would make little or no contribution to reducing rural isolation. 	

<ul style="list-style-type: none"> • Overall, a minor positive effect is likely. 	
SA objective 11 - Reduce the need to travel and promote more sustainable transport choices Decision-Aiding Questions. Will the development site...	
<p>1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?</p>	<p>This site is relatively small and is considered unlikely to be able to support a wide-ranging mixed-use development. And likely mitigation to reduce noise and emissions from the adjacent A303 is likely to reduce the developable area further.</p>
<p>2. Provide suitable access and not significantly exacerbate issues of local transport capacity?</p>	<p><u>Local Constraints</u> The development has the opportunity to access onto London Road only, which exhibits some congestion at local junctions. A303 congestion further impacts upon the efficiency of Countess Road, which may further impede the delivery of cycle infrastructure which may mitigate impact derived from the site.</p> <p><u>Site Specific Mitigation</u> Controlled pedestrian crossing of London Road. Travel Planning.</p> <p><u>Necessary Strategic Mitigation</u> Contributions to Amesbury Transport Strategy and/or measures to improve walking and cycling provision within Amesbury and linking to Larkhill.</p>
<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p><u>Pedestrian/Cycle:</u> The site is bound by Amesbury Industrial Park to the west, which is not served by a highway maintainable at public expense. In this regard, all travel from the site, including pedestrians and cyclists, would have to be directed through the site to join London Road and its associated infrastructure. London Road is served by a single footway/cycleway on the southern side of the carriageway and any proposals for the site will need to include provision of a controlled crossing across London Road to access this facility. The London Road ped/cycle infrastructure links the site to Solstice Park, which serves a significant portion of the employment in Amesbury. The Town Centre is not served to the same standard, but access is provided by the extended facility along London Road and then onto a network of quiet streets. The Town Centre is beyond the preferred maximum walking distance (800m) from the site, at 1.1km, however a large superstore is available on the opposite side of London Road, very close to the site. The site is also accessible to the nearest Secondary School, being Stonehenge School, with access provided by the network of quiet streets that serve the Town Centre; this school is within the desirable walking distance to school. The nearest Primary School, Amesbury C of E Primary School, is however further afield, but at 800m walk is within the acceptable limit of 1000m; similarly, the school is accessed by quiet streets including The Drove. Assessment of Census data indicates that 46% of the workforce living in Amesbury work in Amesbury, at a place of work from home, with the next highest attractor being Salisbury with 28% in a multitude of destinations. Further scrutiny indicates that 12% work in Porton Down, 8% in Larkhill and 5% in Tidworth and Ludgershall. Of the destinations external to Amesbury, Larkhill is within a reasonable daily commute cycling distance and hence 54% of the workforce live within a walkable or cyclable distance to work. The potential to capture active travel (walking and cycling) trips from development in Amesbury is high and any development coming forward should prioritise access by walking and cycling and either deliver or contribute to infrastructure improvements within the town and towards Larkhill. On the latter destination, improvements should be sought to infrastructure along Countess Road, including improvements, wherever feasible, to the subways under the Amesbury Bypass at Countess Roundabout.</p> <p><u>Bus:</u> The site is within very close proximity of bus stops serving the superstore on the opposite side of London Road, with all extents within the maximum walking distance of 400m. These bus stops serve the following bus services: Amesbury Hopper, X4, Active8 (Salisbury Reds). This level of service provision is deemed more than adequate to serve the development with destinations such as Salisbury, Andover, Tidworth and Larkhill accessible by at least one bus arriving at the destination in the weekday AM peak (8am-9am) and similarly arriving back having left between 5pm and 6pm; there are further services during the day as frequent as every 15 minutes. The Active8 service serving Salisbury to Andover further provides for Saturday and Sunday journeys in both directions.</p>

	<p>Rail: The nearest rail stations are at Salisbury and Grateley, both approximately 11km from the site. Both Stations are on the Salisbury to London Waterloo line and provide good access into the capital. Whilst the capital is accessible within 1hr 30mins from Grateley, the distance to the stations from the site is likely to dissuade regular commutes to closer destinations, with the car becoming the dominant mode of choice. Grateley may be accessed by low traffic routes associated with Wiltshire's Draft Local Cycling and Walking Infrastructure Plan.</p> <p>Service Vehicles: The site is well served by London Road which is a 7.3m wide carriageway of relatively high capacity and capable of accommodating service vehicles. London Road also serves the Strategic Road Network, being the A303 and hence highway capacity for large vehicles is not considered a material factor.</p> <p>Car: Wiltshire SATURN model indicates in the 2036 reference case that London Road has sufficient spare capacity to accommodate the proposed development. Capacity concerns are however raised on the approach to the A303 eastbound, Porton Road to Ratfyn Roundabout, as capacity approaches 80% saturation. Further evidence bases do however suggest that beyond link (i.e., road) capacity, some local junctions experience congestion, with the London Road/Tesco Superstore roundabout illustrating potential queuing at peak shopping times. Further capacity concerns are raised for Countess Road southbound to Amesbury from the A303, which approaches 100% saturation. Whilst the development will not use this route for access to the A303, it is on route to employment opportunities at Larkhill and may also prejudice cycleway improvements. The A303 also exhibits capacity concerns, however the scale of development is such that it should not represent a strategic concern providing opportunities to maximise walking and cycling as the principal mode of choice are sought and implemented.</p>
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Assessment outcome (on balance): Minor adverse effect

<p>Summary of SA Objective 11</p>	
<ul style="list-style-type: none"> • This site is relatively small and is considered unlikely to be able to support a wide-ranging mixed-use development. And likely mitigation to reduce noise and emissions from the adjacent A303 is likely to reduce the developable area further. • The site is bound by Amesbury Industrial Park to the west, which is not served by a highway maintainable at public expense. In this regard, all travel from the site, including pedestrians and cyclists, would have to be directed through the site to join London Road and its associated infrastructure. • The site is well served by London Road which is a 7.3m wide carriageway of relatively high capacity and capable of accommodating service vehicles. • The site is within very close proximity of bus stops serving the superstore on the opposite side of London Road, with all extents within the maximum walking distance of 400m. 	
<p>Local Constraints</p>	
<p>The development has the opportunity to access onto London Road only, which exhibits some congestion at local junctions. A303 congestion further impacts upon the efficiency of Countess Road, which may further impede the delivery of cycle infrastructure which may mitigate impact derived from the site.</p>	
<p>Site Specific Mitigation</p>	
<p>Controlled pedestrian crossing of London Road. Travel Planning.</p>	
<p>Necessary Strategic Mitigation</p>	
<p>Contributions to Amesbury Transport Strategy and/or measures to improve walking and cycling provision within Amesbury and linking to Larkhill.</p> <ul style="list-style-type: none"> • A minor adverse effect is considered likely overall against this objective. 	

SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth
Decision-Aiding Questions. Will the development site...

<p>1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?</p>	<p>Amesbury town centre is situated approximately 1km to the south-west of this site. The site benefits from good access to the public transport network. Amesbury does not currently benefit from a train station. It does, however, benefit from good public transport linkages to Salisbury where access to the railway line is apparent.</p> <p>The site would be able to support a small amount of development most likely of either residential or employment. While the site is not large, it does have a reasonably good relationship with the town centre and is likely to be able to support the vitality and viability of the town centre through new users.</p>
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<p>2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?</p>	<p>The site is located close to employment at London Road and Solstice Park, which has developed relatively quickly to leave no plots remaining. The site has good access to the road network to the east via the A303, providing linkages to Andover to the east and Salisbury to the south. The site is likely to be able to support an extension to existing employment land to the south and east and could be attractive to higher skilled employment due to its good access to the road network. This would be particularly beneficial in this location due to the quick take up of employment land at Solstice Park in recent years. The size of the site suggests the range of employment needs that could be met on this site would be limited.</p> <p>While the site is subject to good access to the road and bus network, active travel links are less apparent and improving these may be difficult due to the size of the site and the dominance of the road network in this location. A residential development in this location could support existing employment and reduce commuter distances if the residents were to be employed within Amesbury.</p>
<p>3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?</p>	<p>As small site, it is unlikely that a development could deliver employment alongside housing and associated infrastructure.</p> <p>There may be opportunities to consider onsite energy generation and for the site to support low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
<p>4. Promote a balance between residential and employment development to help reduce travel to work distances?</p>	<p>The site is situated to the north of Amesbury and is abutted along the northern boundary by the A303. Employment land is apparent to the south and east, while residential land is positioned to the west. There could be some benefits for the local economy through either an employment or residential development in this location, as benefits of reducing travel to work could be apparent. However, the site is small and it is unclear where residents or workers would live and work in Amesbury or take advantage of the access to the A303 to commute inwards or outwards. As such, benefits are likely to be limited.</p> <p>An employment development alone could have negative effects at Amesbury, where unemployment is low, leading to increased in-commuting. There is also a risk that additional employment land could lead to the loss of extant employment land and buildings to other uses, such as residential.</p>

Assessment outcome (on balance): Minor positive effect

Summary of SA Objective 12

- There is reasonably good connectivity from the site to the town centre.
- The site is located near to both residential and employment land.
- The site has very good access to the A303, but lacks very good sustainable transport connectivity e.g. the railway or active travel networks.
- The site could support existing employment land through an employment or residential development. It is unlikely to support a new mixed-use development.
- Overall, a minor positive effect is likely.

Site Number and SHELAA ref(s): Site 4 (SHELAA site 3728)
Site name: South West Amesbury / 'Viney's Farm'
Site size: 74.4 ha **Site capacity:** approximate range 1860 - 2604 dwellings

<p>Site description: This greenfield site lies to the southwest of Amesbury on land to the west of the A345, opposite land currently under development at Kings Gate. The topography of the site is varied, with high ground situated broadly in the middle of the site. The site is formed of a series of open fields in agricultural use, intersected with hedgerow and tree planting. Overhead cables pass through part of the site. The site is intersected and bordered by a number of public rights of way, particularly on its northern edge which also slopes to adjoin the River Avon which is subject to a number of ecological designations. To the north of the lies a sewage treatment works, beyond which is the town centre of Amesbury. Land to the west and south is characterised by further open fields and the Amesbury Down County Wildlife Site. Further to the north-west lies the Stonehenge World Heritage Site.</p>	
<p>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses Decision-Aiding Questions. Will the development site...</p>	
<p>1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?</p>	<p>The site is located on a hill that rises from the River Avon, the north of the site being formed of the steep wooded slopes that form the south valley sides to the River Avon. The site comprises arable fields bound by a combination of hedgerows, grass verges and woodland blocks. Woodland planting continues around the east of the site, with a narrow band of woodland along the side of the A345. Relatively new, linear blocks of woodland have been planted in the west of the site, forming part of the western site boundary and also along an internal field boundary.</p> <p>Protection, maintenance, and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features.</p> <p>A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>The River Avon Special Area of Conservation (SAC) and River Avon System Site Special Scientific Interest (SSSI) lies immediately north of the proposed allocation site. As the site falls within the catchment of the River Avon SAC, development at the site must be phosphorus neutral. The river is readily accessible from the site, and this is facilitated by the public right of way (PRoW). Therefore, development of the site, particularly of the scale proposed, would likely lead to direct adverse effects on the River Avon SAC/SSSI and adjacent riparian habitat, as well as upon the species it supports. A Construction Environmental Management Plan (CEMP) with prescriptive pollution protection measures should aim to minimise the risk to the River Avon SAC during construction. Mitigation strategies would be required to address all potential impacts on the River Avon SAC and Salisbury Plain Special Protection Area (SPA).</p> <p>The Salisbury Plain Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) is situated approximately 3.4km to the north/northeast of the site. Development of the site at the scale proposed would have potential to increase the visitor/recreational pressure on the plain and is likely to have a significant effect on the SPA and its qualifying bird species. Amesbury Down County Wildlife Site (CWS) lies to the immediate southwest of the site with development likely to lead to direct and indirect impacts upon this designation.</p> <p>Priority habitat on/near site includes Southmill Hill plantation in the north of the site (deciduous woodland) and Amesbury Down CWS lying to the immediate southwest of the site. Similarly, the roadside embankment to the A345 has been planted with broadleaved woodland and scrub and a grassland margin whilst established field boundary hedgerows also exist. Priority habitat should be retained with wide buffer/ecological protection zones.</p> <p>The site contains habitat functionally linked with the Salisbury Plain SPA with development on this site likely to have a direct impact on at least one of the SPAs qualifying species. The impact upon this habitat and species would have to be mitigated and adequately compensated for prior to development taking place.</p> <p>The woodland, hedgerow and scrub habitats on site and along the site boundaries likely afford foraging and commuting habitat for bats, and the River Avon and adjacent riparian habitat serve as a key flyway for bats and birds. The arable fields, surrounding hedgerows/trees/scrub may afford potential to be used by other species such as breeding skylark and yellowhammer. There are records of badger within the vicinity and the site likely provides foraging opportunities whilst otters likely utilise the River Avon and adjacent woodland alongside water voles.</p> <p>The development of the site would have the potential to increase public access to designated/non-designated biodiversity features. This may lead to a detrimental increase in recreational pressure on identified protected species and habitats in the local area. Significant effects on the national site network are likely.</p> <p>Avoidance, reduction, and mitigation measures will only be achieved through much reduced development capacity and compensation, with some negative impacts appearing unavoidable. It is considered that it would be unlikely to completely avoid and mitigate for potential impacts on the River Avon SAC/SSSI, Amesbury Down CWS and Southmill Hill Plantation.</p>
<p>3. Ensure that all new developments protect Local Geological Sites</p>	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS). There are no LGS within or in close proximity to this site.</p>

(LGSs) from development?	
4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> - River Avon corridor and associated buffer - On site/adjoining hedgerows, grass verges and woodland and associated buffers - Incorporation of public right of way into scheme design to create biodiverse, accessible and connected greenspaces through the development. <p>In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
Assessment outcome (on balance): Moderate (significant) adverse effect	
<p>Summary of SA Objective 1</p> <ul style="list-style-type: none"> • Notable on-site features include the River Avon at the northern edge of the site and the steep wooded slopes that form the south valley sides to the River Avon alongside on site/adjoining hedgerows, grass verges and woodland blocks. • The River Avon Special Area of Conservation (SAC)/River Avon System Site of Scientific Interest (SSSI) lies immediately north of the proposed allocation site. Development of the site would likely lead to direct adverse effects on the River Avon SAC/SSSI and adjacent riparian habitat, as well as upon the species it supports. • The Salisbury Plain Special Protection Area (SPA)/Special Area of Conservation (SAC)/Site of Special Scientific Interest (SSSI) is situated approximately 3.4km to the north/northeast of the site. Development of the site at the scale proposed would have potential to increase the visitor/recreational pressure on the plain and is likely to have a significant effect on the SPA and its qualifying bird species. Amesbury Down County Wildlife Site (CWS) lies to the immediate southwest of the site with development likely to lead to direct and indirect impacts upon this designation. • Priority habitat on/near site includes Southmill Hill plantation in the north of the site (deciduous woodland) and Amesbury Down CWS lying to the immediate southwest of the site. Similarly, the roadside embankment to the A345 has been planted with broadleaved woodland and scrub and a grassland margin whilst established field boundary hedgerows also exist. Priority habitat should be retained with wide buffer/ecological protection zones. • The site contains habitat functionally linked with the Salisbury Plain SPA with development on this site likely to have a direct impact on at least one of the SPAs qualifying species. The impact upon this habitat and species would have to be mitigated and adequately compensated for prior to development taking place. • The woodland, hedgerow and scrub habitats on site and along the site boundaries likely afford foraging and commuting habitat for bats, and the River Avon and adjacent riparian habitat serve as a key flyway for bats and birds. The arable fields, surrounding hedgerows/trees/scrub may afford potential to be used by other species such as breeding skylark and yellowhammer. There are records of badger within the vicinity and the site likely provides foraging opportunities whilst otters likely utilise the River Avon and adjacent woodland alongside water voles. • Avoidance, reduction and mitigation measures will only be achieved through much reduced development capacity and compensation, with some negative impacts appearing unavoidable. It is considered that it would be unlikely to completely avoid and mitigate for potential impacts on the River Avon SAC/SSSI, Amesbury Down CWS and Southmill Hill Plantation. • Scope for integrated GBI include opportunities presented by the River Avon corridor alongside retention/enhancement of onsite/adjoining hedgerows, grass verges and woodland and associated buffers. • A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas. • Overall, a moderate adverse effect is considered likely against this objective. 	
SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings Decision-Aiding Questions. Will the development site...	
1. Ensure development	This large site is somewhat divorced from the urban area of Amesbury and separated from new residential development to the east by the A345 and open space. The River Avon lies between this site and the town centre. It is considered that development of this site may not deliver high densities in line with local planning policy and available evidence. The site is in open countryside and there is no other development adjacent to the site.

maximises the efficient use of land?	Amesbury contains a wide range of infrastructure, services and facilities and it is possible that bus services that currently travel along the A345 could also serve a development here. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.
2. Maximise the reuse of Previously Developed Land?	This large site consists of greenfield, agricultural land and there are no opportunities to maximise the reuse of PDL.
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	This site is greenfield, agricultural land which appears not to have been developed before. Land contamination is unlikely to be a significant issue here. A more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence on Agricultural Land Classification (DEFRA spatial data download) shows this site as consisting wholly of Grade 3 agricultural land. There is no differentiation in the evidence between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV. This is a large site and development would result in a significant loss of Grade 3 agricultural land. Any development of this site should seek to protect the higher quality agricultural land, where possible.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of any development on this site. The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation. The nearest Household Recycling Centre is at Mills Way, approx. 1 mile away from this site.
Assessment outcome (on balance): Moderate (significant) adverse effect	

<p>Summary of SA Objective 2</p> <ul style="list-style-type: none"> • It is considered that development of this site may not deliver high densities given its location. • There are no opportunities to reuse Previously Developed Land • Land contamination is considered unlikely to be a significant issue but a more detailed assessment of the site would be required prior to any development coming forward • Development of this site would likely lead to a significant, permanent loss of Grade 3 agricultural land • The site is not located within a designated Mineral Safeguarding Area • The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation • Overall, a moderate adverse effect is considered most likely against this objective 	
<p>SA objective 3 - Use and manage water resources in a sustainable manner Decision-Aiding Questions. Will the development site...</p>	
1. Protect surface, ground and drinking water quantity/ quality?	<p>This site is not covered by any Source Protection Zones, Drinking Water Safeguard Zones or Drinking Water Protected Areas.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to any watercourses and ensuring that runoff does not enter these watercourses. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces.</p>
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>This site falls within the catchment area supplied by Wessex Water. With regards to water supply, it is likely that significant off-site infrastructure reinforcement would be required. Minor water infrastructure crosses the site. The site is within an area where water abstraction licences may limit the ability to provide this site with a potable supply of water. The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site / considering water neutrality options. Wessex Water have commented that development in this area of Wiltshire is least preferred due to reduction in Wessex Water's groundwater abstraction licences. Development is likely to require a greater level of offsite reinforcement to serve.</p> <p>With regard to foul network capacity, it is likely that significant off-site infrastructure reinforcement would be required.</p> <p>With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development. Any development should follow the surface water hierarchy: 1. into the ground (infiltration); 2. to a surface water body; 3. to a surface water sewer, highway drain, or another drainage system; 4. to a combined sewer. Where infiltration is not a viable option then flows being released from the site would need a controlled discharge and to be agreed with the council on a site by site basis. Flows from greenfield sites should aim for 20% betterment over pre-developed discharge rates.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 3</p> <ul style="list-style-type: none"> • The site is not covered by any Source Protection Zones, Drinking Water Safeguard Zones, or Drinking Water Protected Areas. • The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site / considering water neutrality options. • With regards to water supply it is likely that significant off-site infrastructure reinforcement would be required. • With regard to foul network capacity, it is likely that significant off-site infrastructure reinforcement would be required. • With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development. • On the basis of the above evidence, a moderate adverse effect is likely. 	
<p>SA objective 4 - Improve air quality and reduce all sources of environmental pollution Decision-Aiding Questions. Will the development site...</p>	
1. Minimise and, where possible, improve on unacceptable levels of	<p>Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. Road traffic noise will need to be assessed and mitigated against. Given the size of the site it is considered that mitigation measures could feasibly be achieved onsite. There may be potential for adverse noise impacts from the A345 road adjacent to the site. An assessment of noise impacts would need to determine potential impacts and required mitigation. On the northern edge of the site are some existing industrial buildings and a telecommunications mast. If these are to remain in place, the</p>

noise, light pollution, odour, and vibration?	impacts of their continued use would require assessed to determine any mitigation required. The northern part of the site extends into an odour buffer zone around the Amesbury Sewage Treatment Works and there is potential for odours impacts. This would require assessment for potential impacts and required mitigation such as separation.
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	Amesbury does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. It is however on major road networks that feed into Salisbury that has several AQMAs, where significant traffic management or other measures are needed to remove significant levels of traffic. If allocations at Amesbury are made through the LPR then CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders. Air Quality assessment would be required showing cumulative effects of development on relevant receptors in the AQMAs in Salisbury.
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	The southeastern corner of this site falls within the outer range of an Explosives Storage area and would be restricted in terms of any buildings of 'vulnerable construction' such as schools, hospitals, rest homes and places of worship.
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 4	
<ul style="list-style-type: none"> • Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. • The southeastern corner of this site falls within the outer range of an Explosives Storage area and would be restricted in terms of any buildings of 'vulnerable construction'. • There may be potential for adverse noise impacts from the A345 road adjacent to the site. An assessment of noise impacts would need to determine potential impacts and required mitigation. • On the northern edge of the site are some existing industrial buildings and a telecommunications mast. If these are to remain in place, the impacts of their continued use would require assessed to determine any mitigation required. • There is also potential for odours/flies from the sewage works located to the north of the site, which would require assessment for potential impacts and required mitigation such as separation. • Amesbury does not have any AQMAs but is located on major road networks that feed into Salisbury, which has several AQMAs and where significant traffic management or other measures are needed to remove significant levels of traffic. • Based on the above evidence, a moderate adverse effect is likely. 	
SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)	
Decision-Aiding Questions. Will the development site...	
1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?	<p>A site of this size has the potential to produce major amounts of greenhouse gases through the construction and occupation of the development. However, mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include major renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into.</p> <p>To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
2. Be located within Flood Zones 2 or 3? If	The whole site is in Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. The River Avon runs along the north of the site providing an opportunity to enhance green/blue infrastructure.

<p>so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?</p>	
<p>3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?</p>	<p>There is a low risk of groundwater flooding across 15% of the site. Low groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. The site borders and is traversed by approximately 3 small watercourses. This could impact on the amount of developable land available, but also represents an opportunity to enhance biodiversity and Green/Blue Infrastructure. There is a medium risk of surface water flooding on 1% of the site. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.</p> <p>A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk isn't worsened elsewhere.</p>
<p>4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?</p>	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. Most of this site is located more than 1km from the town centre inhibiting active travel to the town centre and ease of access to public transport.</p> <p>It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>The significant size of this site could allow for the provision of large areas of Green Infrastructure, but much of what is currently greenfield agricultural land will be developed. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates. Some SuDS may be difficult to implement due to high groundwater levels.</p>

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 5

- All the site is in Flood Zone 1.
- Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere.
- Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.
- There is a low risk across 15% of the site associated with groundwater. This could impact upon some sustainable drainage techniques.
- It would be possible for a development of this scale to include major renewable energy generation, both within buildings and in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.
- Development of this large site has the potential to majorly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport.

<p>• Overall, although future development is likely to increase emissions, it is thought that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is possible for new development to be in Flood Zone 1. However, given that there is some flood risk to the site, and that development could worsen flood risk elsewhere, a minor adverse effect is likely where mitigation would be achievable.</p>	
<p>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy Decision-Aiding Questions. Will the development site...</p>	
1. Support the development of renewable and low carbon sources of energy?	<p>As this is a large site in Amesbury, there may be open space available for opportunities to support energy generation from renewable and low carbon sources. There may also be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> • maximises the potential for suitable development. • considers identifying suitable areas and options for renewable and low carbon energy sources; and • identifies opportunities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>It is thought that energy demand from a site of this size would be major and could require substantial investment to reinforce the grid, which may involve high costs. According to SSEN's generation availability map, the substation in Amesbury is constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid without reinforcement, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Amesbury is constrained, therefore could potentially struggle to withstand further major demand. Early conversation with SSEN would be required to ensure connectivity to the grid. It is unknown how the site would be bought forward therefore further evidence would be required to understand whether investment in the grid would be required for a site of this size in Amesbury. If the site was able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
3. Create economic and employment opportunities in sustainable green technologies?	<p>It is considered that a site of this size could enable economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. With more renewable energy generation on site there are more possibilities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, it is more likely that undeveloped areas of the site would be used for open space, green infrastructure, and biodiversity net gain.</p>
4. Deliver high-quality development that maximises the use of sustainable construction materials?	<p>It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.</p>
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	<p>It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating electric vehicle charging points into site design and into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.</p>
<p>Assessment outcome (on balance): Neutral effect</p>	

Summary of SA Objective 6

- It is considered that a site of this size could support renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is space available.
- There will need to be a positive strategy for energy from developers and there are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. However, it is thought that undeveloped areas of the site may be used for different priorities.
- New developments should consider incorporating electric vehicle charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site.
- As this is a larger site, energy demand will be more. However, it is considered that there may be opportunity for large-scale renewable energy production, so the site won't necessarily need to depend on the existing grid.
- It is considered that the current energy infrastructure in Amesbury is under pressure and early discussions with SSEN would be required.
- If the site were to be bought forward with its own self-supporting local network through renewable energy generation, these costs could be much less.
- Overall, given the opportunity for future renewable energy generation, but considering the need to use space for other priorities and the increase in demand this development would create, a neutral effect is considered likely against this objective.

SA objective 7 - Protect, maintain and enhance the historic environment

Decision-Aiding Questions. Will the development site...

<p>1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks & Gardens, sites of archaeological interest and, where appropriate, undesignated heritage assets and their settings?</p>	<p>The development of the site is unlikely to impact on designated built heritage assets assuming that the Southmill Plantation is maintained. There are possible impacts on the World Heritage Site and any potential for indirect impact on OUV of the WHS requires assessment and dialogue with Heritage England.</p> <p>The site is within a 100m of a linear boundary earthwork on Amesbury Down, west of Stock Bottom Scheduled Monument, long linear earthworks of Bronze Age date of high value.</p> <p>The site includes various archaeological features of high significance including an Iron Age settlement in the north-east of the site, enclosures, field system and a trackway recorded across site. Several Bronze Age and Iron Age barrows are identified across the site, and several undated features including enclosures, linear ditches, pits and a strip lynchet recorded across the site. Prehistoric field systems are recorded across the site along with square enclosures in north-eastern area, which are possibly Roman. The site also has Medieval lynchets identified in the north-west of the site of moderate archaeological value. Multi-period remains are identified across the entire site and in buffer zone including Neolithic, Bronze Age, Iron Age, Roman, Medieval and Post-medieval. Many of these remains are outside of but directly related to the Stonehenge, Avebury, and Associated Sites WHS, and are indicative of settlement or other significant activity in the area particularly in relation to World Heritage Site.</p> <p>The site is also within the 100m buffer of several high value features, including late Neolithic to Early Bronze Age grave and pit in the south-eastern area of buffer zone and late Bronze Age to Early Iron Age boundary ditches recorded in the eastern area of the buffer. Moderate value features include undated postholes and linear features and post-medieval water meadow recorded in the northern area of the buffer zone. Based on evidence that is currently available and known, and the site's relatively large size, the site appears to be heavily constrained by archaeological remains. Given the coverage of a large portion of the site by high value remains, no mitigation is considered suitable given the likely need for avoidance across all or the majority of the site. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is high.</p> <p>The majority of site is considered to have highly sensitive historic landscape features and is characterised as modern field created in an area of former downland with Medieval and Prehistoric field systems which is still visible and part of a very significant wider prehistoric landscape.</p> <p>The north-western edge of the site is characterised as modern amalgamated post-medieval piecemeal fields which is not highly sensitive. The north-eastern part of the site is characterised as post-medieval woodland of 17th to 19th century date planted adjacent to the Avon and water-meadow to the north, which is little changed and a sensitive feature.</p> <p>The site is outside of but forms a part of the setting of the Stonehenge, Avebury and Associated Sites WHS which is highly sensitive.</p> <p>The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. Overall, the site is heavily constrained by historic landscape character. A mitigation strategy could include incorporation of surviving historic landscape elements within future development where they survive, particularly</p>
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	in the north-eastern part of the site in areas of woodland, particularly forest cover, hedgerows and mature trees. The potential for significant adverse effects on historic landscape is high.
2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?	In accordance with national policy/local policy, the development of the site for housing could deliver housing that maintains and enhances the distinctiveness of settlements through high quality design. The site is not located near to a conservation area, and therefore would not contribute towards meeting the management objectives of any Conservation Area Management Plans.
Assessment outcome (on balance): Major (significant) adverse effect	
Summary of SA Objective 7 <ul style="list-style-type: none"> • The potential for significant adverse heritage/conservation effects is low. • The potential for significant adverse archaeological effects is high. • The potential for significant adverse historic landscape effects is high. • The site is not located near to a conservation area. • Overall, a major adverse effect is likely. 	
SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place.	
Decision-Aiding Questions. Will the development site...	
1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?	The Cranborne Chase AONB sits approximately 8.4km to the southwest of the site, the Stonehenge, Avebury and Associated Sites World Heritage Site approximately 750m to the west and Amesbury Abbey Registered Park (Grade II* listed) approximately 490m to the north. Development will need to be sensitive to these designated landscapes/features.
2. Minimise impact on, and enhance, locally valued landscapes through high quality,	The site is located to the southwest of Amesbury, to the west of the A345 and south of the River Avon. The site is located on a hill that rises from the River Avon where it meanders south out of Amesbury. The north of the site is formed by steep wooded slopes that form the south valley sides to the River Avon. The landform rises to a rounded hill at approximately 100m AOD and slopes down more moderately through the south of the site.

<p>inclusive design of buildings and the public realm?</p>	<p>The site comprises of several large arable fields bound by a combination of hedgerows, grass verges and woodland blocks. It forms part of an expansive network of large, mainly arable fields extending south from Amesbury. Woodland forms the north site boundary, along the steep-sided riverbank. Woodland planting continues around the east of the site, with a narrow band of woodland along the side of the A345. Relatively new, linear blocks of woodland have been planted in the west of the site, forming part of the west site boundary and also along an internal field boundary. Linear blocks of woodland are common features, dividing the large-scale field network in the wider landscape, south of the site and Amesbury. The woodland block forms a distinctive feature on the upper slopes of the site and effectively divides the site into a north and south land parcel. A low hedgerow with occasional trees forms the southern site boundary.</p> <p>The site has a strong rural character and sense of separation from Amesbury, by virtue of the river and vegetation boundaries and green space to the north of the river. There are a variety of historic features that contribute to the local landscape, particularly to the west of the site. Although few of these are prominent in the local landscape around the site, it forms part of the distinctive exposed landscape that is characteristic of the Plains.</p> <p>The site forms part of the undesignated but distinctive large scale, open, exposed and historic Plains landscape, over which there are characteristic panoramic views. The riparian woodland through the north of the site is a distinctive feature that contributes a vegetation buffer to the south of Amesbury and separates the site from the town. Woodland within the site is well connected through the surrounding landscape. The site is in generally moderate to good condition and contributes to the openness of the rural landscape that encompasses Amesbury. There is a good sense of place, contributing to the landscape setting of the historic landscape to the west and north of the site, and forming the backdrop to the south of Amesbury.</p> <p>Overall, it is considered that the site is of generally high landscape sensitivity to development due to its separation from the main settlement and contribution to the strongly rural and historic landscape to the west of Amesbury. The site has generally limited capacity to accommodate development. The site, in developable terms, would need to be significantly reduced to the less landscape sensitive areas in the far east to northeast of the site, with accompanying mitigation, to avoid major adverse effects against this SA objective.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for new built form to be intrusive in the rural landscape especially where it has potential to form harsh new urban edges and skylines, particularly considering the rising and rolling landform to the south of Amesbury • Potential for development to result in urban sprawl of Amesbury that would encroach on outlying rural villages and hamlets such as Normanton and Wilsford, and would be uncharacteristic in the Plains landscape • Potential loss of shrubs, trees and woodland that would alter the sense of separation from Amesbury and remove distinctive features in the landscape • Potential for inappropriate screening planting that would be uncharacteristic in the landscape <p>Scope for mitigation includes the following:</p> <ul style="list-style-type: none"> • Avoid development on higher landform where it would be prominent in the exposed landscape • Ensure that development respects the scale, setting and form of the existing settlement • Restrict development from the south and west of the site in order to maintain separation from the outlying rural settlements • Ensure that settlement edges are soft and well-integrated, using locally appropriate landscape treatments in keeping with local landscape character • Retain and manage shrubs, trees and woodland areas as part of a mature landscape framework that contributes to the approach and landscape setting of Amesbury
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>There is a public bridleway along the south site boundary, connecting with footpaths along the River Avon to the west. There are also two bridleways in the north of the site, along the banks of the River Avon and connecting with paths into the town centre and to Amesbury Park. There is no public open space or common land within this site.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 8</p>	

<ul style="list-style-type: none"> • The site would need to be significantly reduced to the less landscape sensitive areas in the far east to north east of the site, with accompanying mitigation, to avoid major adverse effects against this SA objective. • The Cranborne Chase AONB sits approximately 8.4km to the southwest of the site, the Stonehenge, Avebury and Associated Sites World Heritage Site approximately 750m to the west and Amesbury Abbey Registered Park (Grade II* listed) approximately 490m to the north. • The site is located on a hill that rises from the River Avon where it meanders south out of Amesbury. The north of the site is formed by steep wooded slopes that form the south valley sides to the River Avon. • The site comprises of several large arable fields bound by a combination of hedgerows, grass verges and woodland blocks. It forms part of an expansive network of large, mainly arable fields extending south from Amesbury. • There is a public bridleway along the south site boundary while two bridleways are located in the north of the site. • Woodland forms the north site boundary, along the steep-sided riverbank while woodland planting continues around the east of the site and new blocks to the west of the site. The woodland block forms a distinctive feature on the upper slopes of the site and effectively divides the site into a north and south land parcel. • The site has a strong rural character and sense of separation from Amesbury, by virtue of the river and vegetation boundaries and green space to the north of the river. • The site forms part of a distinctive large scale, open, exposed and historic Plains landscape, over which there are characteristic panoramic views. The site is in generally moderate to good condition and contributes to the openness of the rural landscape that encompasses Amesbury. • It is considered that the site is of generally high landscape sensitivity to development due to its separation from the main settlement and contribution to the strongly rural and historic landscape to the west of Amesbury. The site has generally limited capacity to accommodate development. • Overall, a moderate adverse effect is considered likely against this objective. 	
<p>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures Decision-Aiding Questions. Will the development site...</p>	
1. Provide an appropriate supply of affordable housing?	<p>The record of housing delivery at Amesbury to date has been broadly in line with planned levels over the WCS plan period, including significant recent delivery at the strategic allocation at Kings Gate.</p> <p>The site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a significant number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Amesbury.</p>
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	<p>Should this large site be developed for residential uses, and notwithstanding any mitigation that may be required which results in a reduced developable area (such as the site's variable topography), it has the potential to provide for a wide range of housing needs and types. The site has the potential to deliver a range of high-quality, sustainable homes of different types and tenures, which would be beneficial to addressing identified local housing needs.</p>
<p>Assessment outcome (on balance): Major (significant) positive effect</p>	
<p>Summary of SA Objective 9</p> <ul style="list-style-type: none"> • The site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area, this large site could bring forward a significant amount of affordable housing as part of a housing development. • The site would be likely to support a wide range of house types, tenures and sizes to meet different needs. • Overall, a major positive effect is considered likely against this objective. 	
<p>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities Decision-Aiding Questions. Will the development site...</p>	

<p>1. Maximise opportunities for affordable homes and job creation within the most deprived areas?</p>	<p>The Indices of Multiple Deprivation (IMD) 2019 identify this site as being situated in a less deprived area. This site adjoins a more deprived area, however this is not the most deprived area of Amesbury. While benefits are likely to be apparent from a development in this location, as this is not a most deprived area, benefits are likely to be limited.</p> <p>The site has the potential to deliver up to 2604 homes of all types and tenures. As such, this site could deliver a significant level of affordable housing. There could be short-term benefits for the Amesbury area by way of construction jobs and a larger workforce for local businesses.</p>
<p>2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?</p>	<p>Amesbury town centre is situated approximately 0.8-1.7km to the north of the sites northern and southern boundaries. The site has some access to the public transport network. The site is large and could deliver new on-site amenity greenspace, however, the site benefits from the River Avon to the north and it's close proximity to Bonny Mead park.</p> <p>A housing development at this site could generate the need for 242-339 early years school places, 577-807 primary school places and 409-573 secondary places. A new primary school would be required onsite, as well as the expansion of Kings Gate School. The primary school would likely need to be of a 2FE size and a 2ha site would be required for this. This primary school could support 60 early years places. A further two to three 80 place full day care nurseries would be required to meet early years needs in full. Secondary provision could be met through the expansion of existing provision; however, the existing site is small and a feasibility study would be required to investigate expansion. It is unlikely that the school could support an expansion of more than 150 places, which would limit new homes across the town to 600.</p> <p>The site is 0.8-1.7km from St Melor Surgery. GP provision in Amesbury was forecast in 2016 to be subject to an increasing negative capacity gap by 2026. No particular issues have been highlighted at either of the two surgeries operating in the town, however the health centre site is thought to not be fit for purpose. The location of the site is unlikely to impact the delivery of health services, but additional patients from any of the sites in Amesbury could have an impact on surgery capacity. Financial contributions are to be sought in line with the Council's infrastructure delivery policies.</p>
<p>3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?</p>	<p>The site is large, and, although it does slope away from Amesbury, there remains very good potential for the site to deliver a mixed-use development incorporating community uses and public open space. The size of the site also suggests that a development could make a very good contribution towards supporting existing facilities through new users and potential financial contributions. The site is already well related to existing facilities and benefits will therefore be limited.</p> <p>Opportunities to enhance PRoWs AMES15 and AMES26, as well as Bridleways AMES25, AMES22 and AMES16, may be apparent and should be taken where possible.</p>
<p>4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?</p>	<p>The site would extend Amesbury to the south towards existing employment land at High Post and could have some benefits for rural communities away to the west through new jobs and a very good level of new homes at this site, as well as improved local services such as an extended sustainable transport network. While benefits are likely, the site would predominately serve Amesbury and benefits would be limited as a result.</p>

Assessment outcome (on balance): Minor positive effect

Summary of SA Objective 10

- Development at this site would not be directing new homes to a more deprived area, but benefits could still be apparent as a result of a development of this size.
- Site is likely to provide a significant number of affordable homes as part of a housing development.
- The site has reasonable accessibility to the town centre.
- The site is likely to support a very good amount of new formal greenspace and is located within a good distance of existing greenspaces in Amesbury.
- Early years and primary provision could be met through new onsite provision. Secondary school capacity is constrained and this would limit the number of homes to be delivered at the town to 600.

<ul style="list-style-type: none"> • Accessibility to existing health care provision is reasonably poor and additional houses in the area could adversely affect existing GP capacity. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients. • The site would be likely to support the onsite provision of community facilities and could have benefits of supporting existing facilities through a high number of new users and contributions. • A development of this size could make some contribution to reducing the adverse impacts of rural isolation. However, these are unlikely to be significant benefits. • Overall, a minor positive effect is likely. 	
SA objective 11 - Reduce the need to travel and promote more sustainable transport choices Decision-Aiding Questions. Will the development site...	
1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	Given the size of this site it is considered that development for mixed uses is realistic.
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p><u>Local Constraints</u> Severance is presented by the A345, both east-west and also by lack of footway/cycleway provision north-south. The site is large and very deep, in terms of its extents from access on the A345, and internal servicing by buses will be costly. The access strategy is focused on one corridor, and this may point load traffic impacts at junctions resulting in capacity constraints.</p> <p><u>Site Specific Mitigation</u> Delivery of LTN1/20 compliant footway/cycleway bridge across the A345. Removal of sections of A345 climbing lane to achieve north south connectivity with the town centre. Enhancements of AMES17 PROW to achieve alternative access to Town Centre; alternative PROW routes skirting around to the west may also be necessary. Delivery of access strategy that accommodates two points of access to serve both bus ingress and egress and also emergency vehicle and capacity needs. Possible enhancements to White Railings Roundabout and access to Southmill Hill.</p> <p><u>Necessary Strategic Mitigation</u> The site will need to contribute to Transport Strategy for Amesbury.</p>
3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?	<p><u>Pedestrian/Cycle:</u> The site is of such a significant scale that the delivery of many amenities and supporting facilities to reduce car trip making are to be expected on site. Where those facilities cannot be delivered, especially in the early phases, early connectivity to existing provision should be made. In this regard, to address the significant severance A345, site could include a new footbridge to Kings Gate, Amesbury Archer Primary School and for onward routes. This would deliver early access not only to the primary school, but also onward to the Secondary School and employment and retail opportunities to the east of the A345. The provision of a bridge would come at a significant cost (circa. £1.5-2M) and this should be considered in the viability of the appraisals for very early delivery. In order to address access to the Town Centre the potential for removing the A345 climbing lane in favour of a walking/cycling route should be considered. The loss of the climbing lane would need to be fully technically justified in terms of impact on existing users and would need to receive support from local political representatives. In the event that such proposals are turned down, it is important to safeguard alternative provisions, such as delivery of a walking cycling route outside of the carriageway edge where this is achievable, i.e. northwards up to the Vineys Farm access junction, and from then on utilising the PROW network being AMES17 through to South Mill Lane and alternative routes. With regards to connectivity to the LCWIP Salisbury, Porton to Salisbury cycle scheme, which will also serve Amesbury, this lies to the east of the site across the A345 and hence the delivery of the footbridge should also be designed to accommodate cycle accessibility for longer journeys than walking can accommodate.</p> <p><u>Bus:</u> The location of the development presents the opportunity for the existing services of Salisbury Reds 8 and X5 to briefly service stops within the site close to the A345 to reduce delays. The 8 service and X5 service provide hourly frequency services to Salisbury but are spaced by approximately 10-15minutes to allow for the perception of a frequent bus access opportunity to Salisbury. Notwithstanding this, the scale of the development is likely to require service capacity enhancements and hence further</p>

	<p>funding should be sought to increase one or both of these services. In addition to this, given the constraints of service delay, opportunities to fund and deliver a town shuttle service to circulate the site, targeting all properties to be within 400m of serviced stop should be assessed.</p> <p>To reduce bus service delays, the access strategy will need to include an in and out proposal.</p> <p>Rail: The nearest rail stations are at Salisbury and Grateley, both approximately 12km from the site. Both Stations are on the Salisbury to London Waterloo line and provide good access into the capital. Whilst the capital is accessible within 1hr 30mins from Grateley, the distance to the stations from the site is likely to dissuade regular commutes to closer destinations, with the car becoming the dominant mode of choice. Grateley may be accessed by low traffic routes associated with Wiltshire's Draft Local Cycling and Walking Infrastructure Plan.</p> <p>Service Vehicles: If access is achievable from the A345, then service vehicles can be easily accommodated.</p> <p>Car: In order to locate an appropriate access, will need to be mindful of the spacing of White Railings Roundabout to the south and access to Southmill Hill; the latter may be incorporated into any access strategy to resolve any conflicts.</p> <p>Given the scale of development, the access strategy will need to include two access points, and both will be focussed upon the A345 corridor. This may therefore present capacity constraints at White Railings Roundabout and further junctions towards the town centre and further towards the Countess Roundabout serving the A36.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 11</p> <ul style="list-style-type: none"> Given the size of this site it is considered that development for mixed uses is realistic The site is of such a significant scale that the delivery of many amenities and supporting facilities to reduce car trip making are to be expected on site. Where those facilities cannot be delivered, especially in the early phases, early connectivity to existing provision should be made. To address the significant severance A345, site could include a new footbridge to Kings Gate, Amesbury Archer Primary School and for onward routes. <p>Local Constraints</p> <p>Severance is presented by the A345, both east-west and also by lack of footway/cycleway provision north-south.</p> <p>The site is large and very deep, in terms of its extents from access on the A345, and internal servicing by buses will be costly.</p> <p>The access strategy is focused on one corridor, and this may point load traffic impacts at junctions resulting in capacity constraints.</p> <p>Site Specific Mitigation</p> <p>Delivery of LTN1/20 compliant footway/cycleway bridge across the A345.</p> <p>Removal of sections of A345 climbing lane to achieve north south connectivity with the town centre.</p> <p>Enhancements of AMES17 PROW to achieve alternative access to Town Centre; alternative PROW routes skirting around to the west may also be necessary.</p> <p>Delivery of access strategy that accommodates two points of access to serve both bus ingress and egress and also emergency vehicle and capacity needs.</p> <p>Possible enhancements to White Railings Roundabout and access to Southmill Hill.</p> <p>Necessary Strategic Mitigation</p> <p>The site will need to contribute to Transport Strategy for Amesbury.</p> <ul style="list-style-type: none"> Overall, given the size of the site and issues raised above, a moderate adverse effect is considered likely against this objective. 	
<p>SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth</p> <p>Decision-Aiding Questions. Will the development site...</p>	
<p>1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?</p>	<p>Amesbury town centre is situated approximately 0.8-1.7km to the north of the sites northern and southern boundaries. The site has some access to the public transport network. Amesbury does not currently benefit from a train station. It does however, benefit from good public transport linkages to Salisbury where access to the railway line is apparent.</p> <p>The site would be able to support a large, mixed-use development. This suggests the site would be able to provide very good support to the vitality and viability of the town centre through new users. There is a risk of leakage of users to nearby facilities at Salisbury to the south.</p>

<p>2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?</p>	<p>The site is located approximately 1.6-2.6km from employment at London Road and Solstice Park, which has developed relatively quickly to leave no plots remaining. The site is also approx. 1.5-2.7km from Boscombe Down Principal Employment Area, which isn't yet built out. The site is also around 3.5km from employment land at High Post and 5.7km from employment land at Porton Science Park.</p> <p>The site has good access to the road network to the east via the A345, providing linkages to Salisbury to the south and central Amesbury to the north. The site is large and likely to support a good range of employment land due to its size. Despite this, the site is well related to existing employment land, which land available at Boscombe Down and Porton Science Park. As such an employment development in this location could create strategic competition that prevents extant allocations coming forward.</p> <p>Nonetheless, there could be an opportunity to bring forward a different type of employment on this site, alongside housing to support an increased workforce and diversity in the local employment market. Higher skilled employment could be attractive at this site due to it's good access to the transport network, however sustainable transport, including active travel options would need to be enhanced across and around the site to promote these. These improvements are likely to be achievable through a development of this size.</p>
<p>3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?</p>	<p>This site could provide high levels of new housing, including affordable housing, employment and associated infrastructure that will help support the local economy and economic growth, including new highway infrastructure.</p> <p>This is a large site and as such presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. It is considered that a site of this size could enable significant economic and employment opportunities in sustainable green technologies.</p>
<p>4. Promote a balance between residential and employment development to help reduce travel to work distances?</p>	<p>The site is situated to the south of Amesbury and lacks a very good relationship with the main built-up area of Amesbury to the north due to the course of the River Avon. The site does have a good relationship with emerging residential land to the east, albeit the A345 is likely to be a barrier to integration with this site. Despite this, the site is positioned in a reasonably good location strategically, benefitting from good access to employment land. Employment-led development at this site could lead to in-commuting due to Amesbury's low unemployment level and lack of available workforce. However, a residential-led mixed-use or solely residential development could have benefits of locating new homes in a location where employment land is still to come forward. As such there could be very good benefits arising through a development in this area of reducing the need to in-commute.</p>

Assessment outcome (on balance): Moderate (significant) positive effect

Summary of SA Objective 12

- Reasonable accessibility to the town centre. The site is large and could provide very good support to the vibrancy and vitality of the town centre through new users.
- Sustainable transport enhancements are required across the site and to the surrounding area to support access to onsite and offsite employment uses, as well as the town centre.
- The site is situated outside of a residential area but benefits from the emerging residential site to the east.
- This is a large site with very good potential to meet different economic needs through a mixed-use development, although development would need to avoid creating competition with existing employment land.
- The site has a very good relationship with existing employment land.
- New residents at this site could support employment land at Amesbury through an enhanced workforce.
- Where possible, access to work via sustainable transport modes should be encouraged.
- Although there is good access to Salisbury, the A345 and A303, Amesbury is disadvantaged overall due to a lack of a train station at the town.
- Overall, a moderate significant positive effect is likely.

<p>Site Number and SHELAA ref(s): Site 5 (SHELAA site 3748) Site name: Earl's Farm Down and Part of Solstice Park Site size: 63.47 ha Site capacity: approximate range 1586 - 2222 dwellings Site description: This is a large greenfield site on the eastern edge of Amesbury. The site is located south of the A303, to the east of the Solstice Park business park and north of Boscombe Down airfield and its associated infrastructure. It is formed by open agricultural land which slopes gently upwards to the east.</p>	
<p>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses Decision-Aiding Questions. Will the development site...</p>	
<p>1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?</p>	<p>The site lies within two large arable fields and the southernmost section of the site extends into a small triangular parcel of land that appears not to be in agricultural production, to the immediate west of a Scheduled Monument. Sections of the site may consist of calcareous grassland whilst the western boundary of the site appears to be lined with hedgerows and trees with the southwestern boundary being lined with hedgerow/trees/scrub. Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>The Salisbury Plain Special Protection Area (SPA)/Special Area of Conservation (SAC)/ Site of Special Scientific Interest (SSSI) is situated to the northeast/north of the site and is approximately 588m from the site at its closest point. Development would likely result in an overall increase in the number of people visiting the Plain on a regular basis due to it being a short car journey from the site, which in turn likely increase the potential for adverse effects on the SPA and SSSI. Boscombe Down Railway Line County Wildlife Site (CWS) exists immediately adjacent to the southwestern site boundary and comprises two small areas of calcareous grassland on steep disused railway embankments. A Public Right of Way (PRoW) and bridleway exist adjacent to the site boundary through the CWS increasing the likelihood of an increase on visitor and recreational pressure if the site were developed. The River Avon SAC/River Avon System SSSI lies approximately 1.7km southwest/west of the site at its closest point. As the site falls within the catchment of the River Avon SAC, residential development at the site must be phosphorus neutral. The southernmost section of the site, bordering Newton Barrows Scheduled Monument, may comprise calcareous grassland priority habitat subject to surveying. Similarly, the scheduled monument to the north of the site is likely to comprise calcareous grassland priority habitat. Other areas of potential as priority habitat include the western boundary of the site which appears to be lined with hedgerows and trees and the southwestern boundary being lined with hedgerow/trees/scrub. Priority habitat should be retained with wide buffer/ecological protection zones. Development at the site may have an impact upon habitat functionally linked with the Salisbury Plain SPA and at least one of the SPAs qualifying species. The impact upon this habitat and species would have to be mitigated and adequately compensated for prior to development taking place. The arable fields may afford potential to be used by breeding birds including skylark with the hedgerows/trees/scrub likely to afford nesting opportunities for birds such as yellowhammer. Such habitat will likely also afford winter foraging opportunities for a range of species. The hedgerows, trees and scrub habitats along the western and southwestern boundary of the site likely afford foraging and commuting habitat for bats. There are also several badger records within the vicinity. Avoidance, reduction, and mitigation measures will only be achieved through much reduced development capacity and compensation, with some negative impacts appearing unavoidable. Mitigation strategies required to address all potential impacts on the River Avon SAC and Salisbury Plain SPA. It is not deemed possible to wholly avoid the potential for direct and indirect effects on Boscombe Down Railway Line CWS.</p>
<p>3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?</p>	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS). There are no LGS within or in close proximity to this site.</p>

4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> - Habitat retention with wide buffer/ecological protection zones. - Incorporation of public right of way into scheme design to create biodiverse, accessible and connected greenspaces through the development. <p>In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
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Assessment outcome (on balance): Moderate (significant) adverse effect

Summary of SA Objective 1

- This site is characterised by two large arable fields with some land that may consist of calcareous grassland along with certain site boundaries being lined with hedgerows and trees with the southwestern boundary being lined with hedgerow/trees/scrub.
- The Salisbury Plain Special Protection Area (SPA)/Special Area of Conservation (SAC)/Site of Special Scientific Interest (SSSI) is situated to the northeast/north of the site and is approximately 588m from the site at its closest point. Boscombe Down Railway Line County Wildlife Site (CWS) exists immediately adjacent to the southwestern site boundary.
- The River Avon Special Area of Conservation (SAC)/River Avon System Site of Special Scientific Interest (SSSI) lies approximately 1.7km southwest/west of the site at its closest point. As the site falls within the catchment of the River Avon SAC, residential development at the site must be phosphorus neutral.
- The southernmost section of the site, bordering Newton Barrows Scheduled Monument, may comprise calcareous grassland priority habitat subject to surveying. Other areas of potential as priority habitat include the western boundary lined with hedgerows and trees and the southwestern boundary being lined with hedgerow/trees/scrub. Priority habitat should be retained with wide buffer/ecological protection zones.
- Development at the site may have an impact upon habitat functionally linked with the Salisbury Plain SPA and at least one of the SPAs qualifying species. The impact upon this habitat and species would have to be mitigated and adequately compensated for prior to development taking place.
- The arable fields may afford potential to be used by breeding birds with the hedgerows/trees/scrub likely to afford nesting opportunities also. Such habitat will likely also afford winter foraging opportunities for a range of species. The hedgerows, trees and scrub habitats likely afford foraging and commuting habitat for bats. There are several badger records within the vicinity.
- Development would likely result in an overall increase in the number of people visiting the Plain on a regular basis due to it being a short car journey from the site, which in turn likely increase the potential for adverse effects on the SPA and SSSI. A public right of way (PRoW) and bridleway exist adjacent to the site boundary through the county wildlife site increasing the likelihood of an increase on visitor and recreational pressure if the site were developed.
- Avoidance, reduction and mitigation measures will only be achieved through much reduced development capacity and compensation, with some negative impacts appearing unavoidable. Mitigation strategies required to address all potential impacts on the River Avon SAC and Salisbury Plain SPA. It is not deemed possible to wholly avoid the potential for direct and indirect effects on Boscombe Down Railway Line CWS.
- Scope for integrated GBI include opportunities presented by habitat retention with wide buffer/ecological protection zones alongside the incorporation of public right of way into scheme design.
- A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- Overall, a moderate adverse effect is considered likely against this objective.

SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings
Decision-Aiding Questions. Will the development site...

1. Ensure development maximises the efficient use of land?	This large site is somewhat divorced from the urban, residential area of Amesbury. It is located east of Solstice Park and north of Boscombe Down. It is considered that development of this site may not deliver high densities in line with local planning policy and available evidence. The site is in open countryside and there is no other residential development adjacent to the site.
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	<p>Amesbury contains a wide range of infrastructure, services and facilities and it is possible that bus services that currently travel along the A345 could also serve a development here.</p> <p>New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.</p>
2. Maximise the reuse of Previously Developed Land?	This large site consists mostly of greenfield, agricultural land and there are no opportunities to maximise the reuse of PDL.
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	<p>This site is mostly greenfield, agricultural land which appears not to have been developed before. Land contamination is unlikely to be a significant issue on that part of the site. However, there is a potential fuel tank on site and military land to the south.</p> <p>A more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.</p>
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	<p>Evidence on Agricultural Land Classification (DEFRA spatial data download) shows this site as consisting wholly of Grade 3 agricultural land. There is no differentiation in the evidence between Grades 3a and 3b so further assessment may be required to establish the proportion of Grade 3a BMV.</p> <p>This is a large site and development would result in a significant loss of Grade 3 agricultural land. Any development of this site should seek to protect the higher quality agricultural land, where possible.</p>
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of any development on this site. The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation. The nearest Household Recycling Centre is at Mills Way, approx. 1 km away from this site.
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 2	
<ul style="list-style-type: none"> • It is considered that development of this site may not deliver high densities given its location. • There are no opportunities to reuse Previously Developed Land 	

- Land contamination is considered unlikely to be a significant issue but a more detailed assessment of the site would be required prior to any development coming forward
- Development of this site would likely lead to a significant, permanent loss of Grade 3 agricultural land
- The site is not located within a designated Mineral Safeguarding Area
- The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation
- Overall, a moderate adverse effect is considered most likely against this objective

SA objective 3 - Use and manage water resources in a sustainable manner

Decision-Aiding Questions. Will the development site...

1. Protect surface, ground and drinking water quantity/ quality?	The eastern part of the site is covered by Source Protection Zone 3. Zone 3 is defined as the area around a supply source within which all the groundwater ends up at the abstraction point, which could extend some distance from the source point. In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consultation with the Environment Agency may be required to determine the likely effects of development within the areas identified within the Source Protection Zones. Reference should also be made to Wiltshire Council's Groundwater Management Strategy 2016. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces. As this site is partly located in a Source Protection Zone, the extent to which Sustainable Drainage systems can be used may be affected.
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>This site falls within the catchment area supplied by Wessex Water. With regards to water supply, it is likely that significant off-site infrastructure reinforcement would be required. Significant water infrastructure crosses the site. The site is within an area where water abstraction licences may limit the ability to provide this site with a potable supply of water. The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site / considering water neutrality options. Wessex Water have commented that development in this area of Wiltshire is least preferred due to reduction in Wessex Water's groundwater abstraction licences. Development is likely to require a greater level of offsite reinforcement to serve.</p> <p>With regard to foul network capacity, it is likely that significant off-site infrastructure reinforcement would be required.</p> <p>With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development. Any development should follow the surface water hierarchy: 1. into the ground (infiltration); 2. to a surface water body; 3. to a surface water sewer, highway drain, or another drainage system; 4. to a combined sewer. Where infiltration is not a viable option then flows being released from the site would need a controlled discharge and to be agreed with the council on a site-by-site basis. Flows from greenfield sites should aim for 20% betterment over pre-developed discharge rates.</p>

Assessment outcome (on balance): Moderate (significant) adverse effect

Summary of SA Objective 3

- The site is partly within Source Protection Zone 3.
- The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Steps will need to be taken to ensure the efficient use of water through the development and occupation of the site / considering water neutrality options.
- With regards to water supply it is likely that significant off-site infrastructure reinforcement would be required.
- Significant water infrastructure crosses the site.
- With regard to foul network capacity, it is likely that significant off-site infrastructure reinforcement would be required.
- With regards to the impacts of surface water discharges, stringent policy criteria would be required to address potential cumulative impacts of development.
- On the basis of the above evidence, a moderate adverse effect is likely.

SA objective 4 - Improve air quality and reduce all sources of environmental pollution

Decision-Aiding Questions. Will the development site...

1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. Road traffic noise will need to be assessed and mitigated against. Given the size of the site it is considered that mitigation measures could feasibly be achieved onsite. The site is located close to Solstice Park business park which accommodates several businesses which could give rise to potential noise and odour impacts, including a regional distribution centre and dairy factory. Noise impact and odour impact assessments would be required.
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	Amesbury does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective. It is however on major road networks that feed into Salisbury that has several AQMAs, where significant traffic management or other measures are needed to remove significant levels of traffic. If allocations at Amesbury are made through the LPR then CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders. Air Quality assessment would be required showing cumulative effects of development on relevant receptors in the AQMAs in Salisbury.
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	The site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
Assessment outcome (on balance): Moderate (significant) adverse effect	
<p>Summary of SA Objective 4</p> <ul style="list-style-type: none"> • Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. • The site is located close to Solstice Park business park which accommodates several businesses which could give rise to potential noise and odour impacts, including a regional distribution centre and dairy factory. Noise impact and odour impact assessments would be required. • Amesbury does not have any AQMAs but is located on major road networks that feed into Salisbury, which has several AQMAs and where significant traffic management or other measures are needed to remove significant levels of traffic. • Based on the above evidence, a moderate adverse effect is likely. 	
SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation)	
Decision-Aiding Questions. Will the development site...	
1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community	A site of this size has the potential to produce major amounts of greenhouse gases through the construction and occupation of the development. However, mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport. It would be possible for a development of this scale to include major renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies

infrastructure such as district heating?	opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?	The whole site is in Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. There are no main rivers within 100m of the site.
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	There is low flood risk across the site from all sources. There are some very small areas of surface water flood risk. These could be mitigated by a surface water drainage strategy. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk is not worsened elsewhere.
4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?	Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development must be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. Most of this site is located more than 1km from the town centre inhibiting active travel to the town centre and ease of access to public transport. It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials). The large size of this site could allow for the provision of large areas of Green Infrastructure, but much of what is currently greenfield agricultural land will be developed. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates.

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 5

- All of the site is in Flood Zone 1.
- Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere.
- Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required.
- It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.

<ul style="list-style-type: none"> • Development of this large site has the potential to greatly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport. • Overall, although future development is likely to increase emissions, it is thought that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is possible for new development to be in Flood Zone 1. However, given that there is some flood risk to the site, and that development could worsen flood risk elsewhere, a minor adverse effect is likely where mitigation would be achievable. 	
<p>SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy</p> <p>Decision-Aiding Questions. Will the development site...</p>	
1. Support the development of renewable and low carbon sources of energy?	<p>As this is a large site in Amesbury, there may be open space available for opportunities to support energy generation from renewable and low carbon sources. There may also be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> • maximises the potential for suitable development. • considers identifying suitable areas and options for renewable and low carbon energy sources; and • identifies opportunities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure.</p> <p>Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>It is thought that energy demand from a site of this size would be significant and could require substantial investment to reinforce the grid, which may involve significant costs. According to SSEN's generation availability map, the substation in Amesbury is constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid without reinforcement, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Amesbury is constrained, therefore could potentially struggle to withstand further significant demand. Early conversation with SSEN would be required to ensure connectivity to the grid</p> <p>It is unknown how the site would be bought forward therefore further evidence would be required to understand whether investment in the grid would be required for a site of this size in Amesbury. If the site were able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
3. Create economic and employment opportunities in sustainable green technologies?	<p>It is considered that a site of this size could enable economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. With more renewable energy generation on site there are more possibilities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, it is more likely that undeveloped areas of the site would be used for open space, green infrastructure, and biodiversity net gain.</p>

4. Deliver high-quality development that maximises the use of sustainable construction materials?	It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating electric vehicle charging points into site design and into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.
Assessment outcome (on balance): Neutral effect	
<p>Summary of SA Objective 6</p> <ul style="list-style-type: none"> • It is considered that a site of this size could support renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is space available. • There will need to be a positive strategy for energy from developers and there are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. However, it is thought that undeveloped areas of the site may be used for different priorities. • New developments should consider incorporating electric vehicle charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site. • As this is a larger site, energy demand will be more. However, it is considered that there may be opportunity for large-scale renewable energy production, so the site won't necessarily need to depend on the existing grid. • It is considered that the current energy infrastructure in Amesbury is under pressure and early discussions with SSEN would be required. • If the site were to be bought forward with its own self-supporting local network through renewable energy generation, these costs could be significantly less. • Overall, given the opportunity for future renewable energy generation, but considering the need to use open space for other priorities and the increase in demand this development would create, a neutral effect is considered likely against this objective. 	
<p>SA objective 7 - Protect, maintain and enhance the historic environment Decision-Aiding Questions. Will the development site...</p>	
1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks & Gardens, sites of archaeological interest and, where	<p>The site would have no impact on designated built heritage assets with possible impact on scheduled monuments to north which would requires assessment alongside any potential for indirect impact on OUV of World Heritage Site.</p> <p>The impact of development on the form and setting of the four scheduled monuments in the buffer zone around the site would need to be considered. These are Bell barrow is 650m east of the Pennings, Earl's Farm Down (1009560) located in the northern area of 100m buffer zone, two disc barrows and a bell barrow, 400m east of the Pennings, Earl's Farm Down (1009566) also located in northern area of buffer zone, Newton Barrows, a round barrow cemetery on Earl's Farm Down (1015902) located in southern area of buffer zone and Bowl barrow immediately south of the embankment of a disused railway, within Boscombe Down Airfield, 870m south east of The Pennings (1018624) located in South area of buffer zone, all of which are of high value.</p> <p>The site has various archaeological features including:</p> <ul style="list-style-type: none"> • Eight Bronze Age barrows (not scheduled) located near centre and North East of the site – high value • Medieval to Late-Medieval trackway in South area of the site – high value • Prehistoric boundary ditch running West to East through the site – high value

<p>appropriate, undesignated heritage assets and their settings?</p>	<ul style="list-style-type: none"> • Prehistoric linear ditch running North to South through the site – high value • Iron Age or Roman field system – high value • Undated ditch in East area of the site – moderate value • Undated ditch in South West area of the site – moderate value • Romano-British pottery findspot in the centre of the site – moderate value <p>Within the 100m Buffer area the site has various archaeological features including:</p> <ul style="list-style-type: none"> • 10 Bronze Age round barrows (not scheduled) in all areas of the buffer zone – high value • Boscombe Down airfield South area of buffer zone – low value • Modern C20 military railway South area of buffer zone – low value • Prehistoric field system in East area of buffer zone – high value • Prehistoric linear ditch in East area of buffer zone – high value • Ring ditch North area of buffer zone – high value • Iron Age / Romano-British ditches in South area of buffer zone – high value • Neolithic ring ditch in North-East area of the buffer zone – high value • Medieval pottery in North West area of the buffer zone – moderate value • Romano-British pottery in North East area of the buffer zone – moderate value • WWII gun emplacement in South area of buffer zone – low value • WWII pill boxes in South area of buffer zone – low value <p>There are multi-period remains identified across the entire site and in buffer zone including Neolithic, Bronze Age, Iron Age, Roman, Medieval and Post-medieval, many of these remains outside of but directly related to the Stonehenge and Avebury World Heritage Site and all such remains indicative of significant activity including funerary practices, agriculture, enclosure and other ritual structures in the area particularly in relation to World Heritage Site. Several features of uncertain date identified across the site and buffer zone, their true significance would depend on their age and survival extent. Based on evidence that is currently available and known, and the site's relatively large size, the site appears to be heavily constrained by archaeological remains. Given the coverage of a large portion of the site by high value remains, no mitigation is considered suitable given the likely need for avoidance across all or the majority of the site. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is high.</p> <p>The site is considered to have highly sensitive historic landscape features, the site characterised as modern open fields created in an area of former downland, earlier prehistoric / Roman field systems and part of a very significant wider prehistoric landscape. The site is outside of, but forms a part of, the setting of the Stonehenge and Avebury WHS which is also highly sensitive. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. Overall, the site is heavily constrained by historic landscape character. Mitigation strategy could include incorporation of surviving historic landscape elements, such as field patterns, hedgerows and mature trees, within future development. The potential for significant adverse historic landscape effects is high.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design,</p>	<p>In accordance with national policy/local policy, the development of the site for housing could deliver housing that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance. The site is not located near to a conservation area. It is considered that development has the potential for appropriate mitigation measures to safeguard the historic environment of the site and its immediate surroundings.</p>

taking into account, where necessary, the management objectives of Conservation Areas?	
Assessment outcome (on balance): Major (significant) adverse effect	
<p>Summary of SA Objective 7</p> <ul style="list-style-type: none"> • The potential for significant adverse heritage/conservation effects is low. • The potential for significant adverse archaeological effects is high. • The site is considered to have highly sensitive historic landscape features - the site is characterised as modern open fields created in an area of former downland, earlier prehistoric / Roman field systems and part of a very significant wider prehistoric landscape. The site is outside of, but forms a part of, the setting of the Stonehenge and Avebury WHS which is also highly sensitive. Overall, the site is heavily constrained by historic landscape character. The potential for significant adverse historic landscape effects is high. • The site is not located near to a conservation area. • Overall, a major adverse effect is likely and it is recommended that this site is not considered further in the site selection process. 	
<p>SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place.</p> <p>Decision-Aiding Questions. Will the development site...</p>	
1. Minimise impact on, and where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?	The Cranborne Chase AONB sits approximately 11km to the southwest of the site, the Stonehenge, Avebury and Associated Sites World Heritage Site approximately 4.7km to the west, Amesbury Abbey Registered Park (Grade II* listed) approximately 2.2km to the west and Wilbury House Registered Park (Grade II listed) approximately 2.7km to the east. While development should be sensitive to these landscapes, significant impacts on nationally designated landscapes from development are not anticipated.
2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?	<p>The site is located on the undulating hillside that gradually rises to the east through the site. The hillside begins to rise more steeply beyond the site boundary, northeast towards the prominent ridgeline and top of Beacon Hill. It forms part of an exposed rolling landscape that encompasses Amesbury.</p> <p>The site comprises of part of two large, open arable fields bound by hedgerows along lanes to the south and west edges. The north and east site boundaries are open to the wider fields. Grass verges bound the field edge with Allington Track to the east of the site. East of this, large fields with grass verge and occasional hedgerow and tree boundaries extend up the hillside. There are three distinctive tumuli mounds to the northwest corner of the site. The site forms part of the distinctive exposed landscape that is characteristic of the Plains. There is very limited vegetation in the landscape, contributing to an exposed character and wide, open and often long-distance views.</p> <p>There is a large distribution centre and various smaller commercial/business units to the east/northeast of the site, which are generally low-rise, located on the lower hillslopes and separated from the site by green space and some boundary vegetation. Occasional larger MoD buildings to the south of the site are prominent on the higher land. Residential development to the southwest corner of the site is contained and separated from the site by green space and vegetation. The site has a strong rural character and sense of separation from Amesbury, by virtue of the location and layout of existing residential and commercial areas with green buffers.</p> <p>The site is in generally moderate to good condition and contributes to the openness of the rural landscape that encompasses Amesbury. There is a good sense of place, contributing to the landscape setting of the historic landscape to the west and north of the site, and contributing to the rural backdrop to the east of Amesbury.</p>

	<p>Overall, it is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity on the rising slopes to the east of the site due to its separation from the main settlement and contribution to the rural and historic landscape to the west of Amesbury. The site has generally medium capacity to accommodate development, with more limited capacity in the east of the site.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for new built form to be intrusive in the rural landscape especially where it has potential to form harsh new urban edges and skylines, particularly considering the location on the chalk downland slopes that provide the setting to Amesbury. • Potential for development to result in urban sprawl of Amesbury that would encroach on outlying rural villages and hamlets such as Newton Tony and Cholderton and would be uncharacteristic in the Plains landscape. • Potential loss of shrubs, trees and woodland that would alter the sense of separation from Amesbury and remove distinctive features in the landscape. • Potential for inappropriate screening planting that would be uncharacteristic in the landscape. <p>Scope for mitigation includes the following:</p> <ul style="list-style-type: none"> • Avoid development on higher landform where it would be prominent in the exposed chalk downland landscape. • Ensure that development respects the scale, setting and form of the existing settlement. • Limit development in the east of the site in order to maintain separation from the outlying rural settlements. • Ensure that settlement edges are soft and well-integrated, using locally appropriate landscape treatments in keeping with local landscape character. • Retain and manage shrubs, trees and existing nearby green spaces as part of a mature landscape framework that contributes to the approach and landscape setting of Amesbury.
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>There is a public bridleway along the west site boundary, connecting with local roads between Amesbury and Bulford. A public footpath also runs along the south site boundary, connecting east of Amesbury towards the rural settlements of Newton Tony and Cholderton as well as Wilbury Park. There is opportunity to create biodiverse, accessible, and connected greenspaces through the development that connect with the existing public rights of way as part of the landscape strategy for the site. Opportunities should be sought to incorporate public footpaths as part of proposed development, to maintain links through the rural landscape.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 8</p> <ul style="list-style-type: none"> • While development should be sensitive to nationally designated landscapes, significant impacts from development on these landscapes are not anticipated. • The site is located on an undulating hillside that gradually rises to the east through the site. The site comprises of part of two large, open arable fields bound by hedgerows along lanes to the south and west edges. The site forms part of the distinctive exposed landscape that is characteristic of the Plains. There is very limited vegetation in the landscape, contributing to an exposed character and wide, open and often long-distance views. • The site is in generally moderate to good condition and contributes to the openness of the rural landscape that encompasses Amesbury. There is a good sense of place, contributing to the landscape setting of the historic landscape to the west and north of the site, and contributing to the rural backdrop to the east of Amesbury. • Overall, it is considered that the site is of generally medium landscape sensitivity to development, with higher sensitivity on the rising slopes to the east of the site due to its separation from the main settlement and contribution to the rural and historic landscape to the west of Amesbury. The site has generally medium capacity to accommodate development, with more limited capacity in the east of the site. • There is opportunity to create biodiverse, accessible, and connected greenspaces through the development that connect with the existing public rights of way as part of the landscape strategy for the site. Opportunities should be sought to incorporate public footpaths as part of proposed development, to maintain links through the rural landscape. • Overall, development of this site is considered likely to have a moderate adverse effect on this SA objective. 	
<p>SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures</p>	

Decision-Aiding Questions. Will the development site...	
1. Provide an appropriate supply of affordable housing?	The record of housing delivery at Amesbury to date has been broadly in line with planned levels over the WCS plan period, including significant recent delivery at the strategic allocation at Kings Gate. The site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a significant number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Amesbury.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Should this large site be developed for residential uses, and notwithstanding any mitigation that may be required which results in a reduced developable area (such as the site's variable topography), it has the potential to provide for a wide range of housing needs and types. The site has the potential to deliver a range of high-quality, sustainable homes of different types and tenures, which would be beneficial to addressing identified local housing needs.
Assessment outcome (on balance): Major (significant) positive effect	
Summary of SA Objective 9	
<ul style="list-style-type: none"> • The site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area, this large site could bring forward a significant amount of affordable housing as part of a housing development. • The site would be likely to support a wide range of house types, tenures and sizes to meet different needs. • Overall, a major positive effect is considered likely against this objective. 	
SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities	
Decision-Aiding Questions. Will the development site...	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	The Indices of Multiple Deprivation (IMD) 2019 identify this site as being situated in a less deprived area. This site adjoins a more deprived area; however, this is not the most deprived area of Amesbury. While benefits are likely to be apparent from a development in this location, as this is not a most deprived area, benefits are likely to be limited. The site has the potential to deliver up to 2222 homes of all types and tenures. This site could deliver a significant level of affordable housing. There could be short-term benefits for the Amesbury area by way of construction jobs and a larger workforce for local businesses.
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	Amesbury town centre is situated approximately 1.6-2.6km to the west of the site's western and eastern boundaries. The site is situated away from the public transport network but benefits from some accessibility via existing byways. Development would need to ensure accessibility from all part of the site to the town centre. The site is large and could deliver new onsite amenity greenspace. A housing development at this site could generate the need for 206-289 early years school places, 492-689 primary school places and 349-489 secondary places. There is surplus within existing primary schools, however this site would require a new primary school of either 1FE or 2FE on a site of 2ha. This school would be able to support 60 early years places. Up to three 80 place full day care nurseries would also be required. Secondary provision could be met through the expansion of existing provision; however, the existing site is small and a feasibility study would be required to investigate expansion. It is unlikely that the school could support an expansion of more than 150 places, which would limit new homes across the town to 600. The site is 1.8-2.8km from St Melor Surgery. GP provision in Amesbury was forecast in 2016 to be subject to an increasing negative capacity gap by 2026. No particular issues have been highlighted at either of the two surgeries operating in the town, however the health centre site is thought to not be fit for purpose. The location of the site is unlikely to impact the delivery of health services, but additional patients from any of the sites in Amesbury could have an impact on surgery capacity. Financial contributions are to be sought in line with the Council's infrastructure delivery policies.

3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?	The site is large, although it does slope away from Amesbury, there remains very good potential for the site to deliver a mixed-use development incorporating community uses and public open space. The size of the site also suggests that a development could make a very good contribution towards supporting existing facilities through new users and potential financial contributions. Opportunities to enhance PRowS AMES21, may be apparent and should be taken where possible.
4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?	Development would extend Amesbury to the east and would serve Amesbury predominately. The site lacks a relationship with existing rural areas and any benefits of reducing rural social isolation would be limited.
Assessment outcome (on balance): Minor positive effect	
<p>Summary of SA Objective 10</p> <ul style="list-style-type: none"> • Development at this site would not be directing new homes to a more deprived area, but benefits could still be apparent as a result of a development of this size. • Site is likely to provide a significant number of affordable homes as part of a housing development. • The site has some accessibility to the town centre. • The site is likely to support a very good amount of new formal greenspace. • Early years and primary provision could be met through new onsite provision. Secondary school capacity is constrained and this would limit the number of homes to be delivered at the town to 600. • Accessibility to existing health care provision is poor and additional houses in the area could adversely affect existing GP capacity. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients. • The site would be likely to support the onsite provision of community facilities but could have benefits of supporting existing facilities through a high number of new users. • Overall, a minor positive effect is likely. 	
SA objective 11 - Reduce the need to travel and promote more sustainable transport choices	
Decision-Aiding Questions. Will the development site...	
1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	Given the size of this site it is considered that development for mixed uses is realistic. However, the site has been proposed as an extension to the business and industry uses at Solstice Park. Given the surrounding industrial uses and access via the land accommodating these uses, the site is not considered appropriate for residential development.
2. Provide suitable access and not	Local Constraints The footway provisions within Solstice Park will need to be widened and enhanced to accommodate cycle movement.

<p>significantly exacerbate issues of local transport capacity?</p>	<p>The site may not be easily accessible by bus – given a single large employer or cooperation of employers, it may be possible to operate a shuttle bus for employees. Site access junction capacities may present a constraint.</p> <p>Site Specific Mitigation</p> <p>The site will need to deliver enhancements to local footways to provide cycle accessibility. These new improved routes should tie into Amesbury Road, which should be upgraded, and shared route facilities along London Road. Additional routes may be sought.</p> <p>The site should fund or provide connections to strategic cycle routes, such as those leading to Salisbury city.</p> <p>Providing bus accessibility should be sought, however this may only be subject to on-site provisions made through travel planning – travel planning will present a key requirement for the delivery of the site.</p> <p>Possible capacity enhancements to local junctions, with particular concern for Solstice Roundabout.</p> <p>Necessary Strategic Mitigation</p> <p>The site will need to contribute to Transport Strategy for Amesbury.</p>
<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p>Pedestrian/Cycle: The site may take advantage of the byway known as Amesbury Road for vehicle free access to local residential areas for employees. Further to Amesbury Road, the site is also directly served by PROW AMES29 which is incorporated into the infrastructure supporting Equinox Way. Equinox Way footways are currently presented as 2m in width segregated from the carriageway by a 3m grassed verge. Wherever possible, the footways should be widened, with at least representing an LTN 1/20 compliant cycle route; this is believed achievable given that the carriageway appears to be served by positive gully presented drainage and hence the verges do not appear to provide any Sustainable Drainage System – the scale of development should make this financially viable.</p> <p>Whilst the site is on the eastern threshold of the town, with Amesbury Road and improved footway/cycleway provision within the adjacent existing business park, a large proportion of the town is within an acceptable maximum 2km walking distance and the majority of the town and outlying areas within a 5km cyclable distance – contributions to an Amesbury Transport Strategy will seek to resolve any gaps in cycling infrastructure. For journeys further afield, the site should aim to link into the Salisbury, Porton, Stonehenge cycle route.</p> <p>Bus: The site cannot be easily accommodated by bus. Whilst upgrades to Amesbury Road are feasible, this would be difficult costly and possibly ransomed and thus possibly beyond the viable scope of the development.</p> <p>A diverted or new route from Solstice Park Avenue is possible, but this would be a bespoke new service for the site, with possible accommodation of some of the existing business park, but this would be costly and unattractive to service providers, given the cul de sac development.</p> <p>Rail: The nearest rail stations are at Salisbury and Grateley, both approximately 10km from the site. Both Stations are on the Salisbury to London Waterloo line and provide good access into the capital. Whilst the capital is accessible within 1hr 30mins from Grateley, the distance to the stations from the site is likely to dissuade regular commutes to closer destinations, with the car becoming the dominant mode of choice. Grateley may be accessed by low traffic routes associated with Wiltshire’s Draft Local Cycling and Walking Infrastructure Plan.</p> <p>Service Vehicles: Should vehicle access be made achievable from the adjacent business park (Solstice Park), then the site access roads are designed for a high concentration of HGV movements. The sufficiency of the routes will however need to be subject to capacity analysis – no concern is raised for width and other geometries.</p> <p>Car: Given the close proximity to the A303, the site access roads will be subject to a concentration of trip making in a very small geographic area, as cars seek to access the Strategic Road Network. This is particularly concerning for Solstice Roundabout, which lies on the route for all trips westbound on the SRN and provides a link to Porton Road which serves eastbound movements. This junction cannot be easily enhanced without additional land take, and this will present a constraint to the development. Surrounding junctions will require further testing. Notwithstanding this, this impact is subject to land use and a distribution centre would be likely to provide out of peak impacts which are easier to accommodate on the network.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 11</p> <ul style="list-style-type: none"> • Given the surrounding industrial uses and access via the land accommodating these uses, the site is not considered appropriate for residential development. • The site may take advantage of the byway known as Amesbury Road for vehicle free access to local residential areas for employees • The site cannot be easily accommodated by bus. 	

- Should vehicle access be made achievable from the adjacent business park (Solstice Park), then the site access roads are designed for a high concentration of HGV movements.

Local Constraints

The footway provisions within Solstice Park will need to be widened and enhanced to accommodate cycle movement.

The site may not be easily accessible by bus – given a single large employer or cooperation of employers, it may be possible to operate a shuttle bus for employees.

Site access junction capacities may present a constraint.

Site Specific Mitigation

The site will need to deliver enhancements to local footways to provide cycle accessibility. These new improved routes should tie into Amesbury Road, which should be upgraded, and shared route facilities along London Road. Additional routes may be sought.

The site should fund or provide connections to strategic cycle routes, such as those leading to Salisbury city.

Providing bus accessibility should be sought, however this may only be subject to on-site provisions made through travel planning – travel planning will present a key requirement for the delivery of the site.

Possible capacity enhancements to local junctions, with particular concern for Solstice Roundabout.

Necessary Strategic Mitigation

The site will need to contribute to Transport Strategy for Amesbury.

- Overall, given the size of the site and issues raised above, a moderate adverse effect is considered likely against this objective.

SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth

Decision-Aiding Questions. Will the development site...

<p>1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?</p>	<p>Amesbury town centre is situated approximately 1.6-2.6km to the west of the site’s western and eastern boundaries. The site is situated away from the public transport network but benefits from some accessibility via existing byways. Amesbury does not currently benefit from a train station. It does however, benefit from good public transport linkages to Salisbury where access to the railway line is apparent.</p> <p>The site would be able to support a large, mixed-use development. This suggests the site would be able to provide very good support to the vitality and viability of the town centre through new users. There is a risk of leakage of users to nearby facilities at Salisbury to the south.</p>
<p>2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?</p>	<p>The site is located close to employment at London Road and Solstice Park, which has developed relatively quickly to leave no plots remaining. The site has some access to the road network to the north with the AMES21 Byway leading directly onto the A303, providing linkages to Andover to the east and Salisbury to the south. The site could support new employment land, extending Solstice Park and/or Boscombe Down, which are situated to the west and south, respectively. The site could be attractive to higher skilled employment due to its good access to the road network, although access onto the site would need to be established. This would be particularly beneficial in this location due to the quick take up of employment land at Solstice Park in recent years.</p>
<p>3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the</p>	<p>This site could provide high levels of new housing, including affordable housing, employment and associated infrastructure that will help support the local economy and economic growth, including new highway infrastructure.</p> <p>This is a large site and as such presents opportunities to support energy generation from renewable and low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. It is considered that a site of this size could enable significant economic and employment opportunities in sustainable green technologies.</p>

generation and use of renewable energy and low-carbon sources of energy?	
4. Promote a balance between residential and employment development to help reduce travel to work distances?	<p>The site is situated to the north of Amesbury, adjoining to protected employment areas. The site is further the eastern residential areas of Amesbury but could have some benefits of new jobs in reasonably close proximity to existing employment and residential land. The site is large and likely to be able to support a mixed-use development incorporating both employment and residential uses, reducing the need to travel to work.</p> <p>An employment development alone could have negative effects at Amesbury, where unemployment is low, leading to increased in-commuting. There is also a risk that additional employment land could lead to the loss of extant employment land and buildings to other uses, such as residential.</p>
<p>Assessment outcome (on balance): Moderate (significant) positive effect</p>	
<p>Summary of SA Objective 12</p> <ul style="list-style-type: none"> • There is reasonable connectivity from the site to the town centre. • The site is located near to residential land and adjoins protected employment land. • The site has good access to the A303, but access onto the site needs to be established. The site lacks very good strategic sustainable transport connectivity e.g. the railway or active travel networks. • The site could support existing employment land through a mixed-use, employment or residential development. • Overall, a moderate significant positive effect is likely. 	

High Post site 1



<p>Site Number and SHELAA ref(s): High Post Site 1 (SHELAA sites 3710, 3714) Site name: Land at High Post Site size: 204.98 ha Site capacity: approximate range 5124 - 7175 dwellings Site description: This large greenfield site is located on land adjoining the A345, between Salisbury and Amesbury. It is formed of predominantly open and exposed agricultural land with hedgerow boundaries, adjoining commercial and industrial uses at the High Post Business Park and the Chemring factory. To the west, land slopes down towards the Woodford Valley and to the northeast is the High Post Golf Club. The site is intersected by a number of public rights of way. The Old Sarum/Longhedge housing developments are located to the south, along with Old Sarum Scheduled Monument.</p>	
<p>SA objective 1 - Protect and enhance all biodiversity and geological features and avoid irreversible losses Decision-Aiding Questions. Will the development site...</p>	
<p>1. Avoid potential adverse impacts of development on local biodiversity and geodiversity?</p>	<p>The site largely comprises of several medium sized fields that are bound by a combination of grass verges, hedgerows and trees. Woodland/tree boundaries are present on site with some linking to woodland off site, for instance along the west of the site. A tree boundary forms part of the west site boundary with an adjoining industrial site. Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>The site lies within the River Avon Special Area of Conservation (SAC) catchment and as such, a mitigation strategy that will ensure phosphorus neutrality will be a statutory requirement were the site to be developed. An allocation for major development at the site would need to provide a bespoke mitigation strategy to ensure phosphorus neutrality and would have to provide considerable mitigation. Given the scale of the site, the potential level of development and the nature of the River Avon SAC phosphorus mitigation requirements, it is anticipated substantial bespoke mitigation would be required of an anticipated high cost with a long lead in time in order to be suitably robust and sufficient to consider development at this site and avoid major adverse effects. The site lies just outside of the 6.4km zone of influence (Zol) around the Salisbury Plain Special Protection Area (SPA) in respect of recreational pressure, however the large scale of development proposed at the potential allocation site could still lead to some additional recreational / visitor pressure on the SPA requiring mitigation. The River Avon SAC/River Avon System SSSI lies within 1.2km west of the site with footpaths facilitating public access from the site to this asset. High Post Golf Course County Wildlife Site (CWS) lies adjacent to the site with several other county wildlife sites and sites of special scientific interest lying within 2km of the site. The development of the site would have the potential to increase public access to designated/non-designated biodiversity features. This may lead to a detrimental increase in recreational pressure on identified protected species and habitats in the local area. Given the potential for impacts, and the nature of potential impacts, a significant amount of alternative public / communal greenspace / SANG would be required to help to reduce the number of additional visits to protected sites offsite. In terms of priority habitat, the site contains areas of woodland, hedgerows and tree boundaries. Priority habitat, including all hedgerows/tress, should be retained with wide buffer/ecological protection zones. The site contains habitat functionally linked with the Salisbury Plain SPA with development on this site likely to have a direct impact on at least one of the SPAs qualifying species. The impact upon this habitat and species would have to be mitigated and adequately compensated for prior to development taking place. The site will also likely host a range of farmland breeding birds relying upon the habitat on site. Foraging habitat for a range of species is also present on site.</p>
<p>3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?</p>	<p>The development of the site would be unlikely to lead to impacts on designated Local Geological Sites (LGS). There are no LGS within or in close proximity to this site.</p>

4. Aid in the delivery of a network of multifunctional Green Infrastructure?	<p>Green and blue infrastructure (GBI) incorporates a wide range of natural green and blue assets ranging from water courses, rights of way and farmland to woodland, hedgerows, street trees. Embedding GBI into well-designed built development (buildings, streets, neighbourhoods, and strategic connectivity) can help enhance the built and natural environment, facilitate biodiversity net gain, and help communities and wildlife become more resilient to climate change. On site features that could aid the delivery of a strategic network of GBI include, for example:</p> <ul style="list-style-type: none"> - Retention of priority habitat, including all hedgerows/trees, with wide buffer/ecological protection zones. - Provision of Suitable Alternative Natural Greenspace (SANG) <p>In line with national policy, local plan policy and standard advice from relevant bodies, the development of the site should conserve and enhance green infrastructure and holds the potential to make suitable provision for buffers at recognised water course/green corridors.</p>
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Assessment outcome (on balance): Moderate (significant) adverse

Summary of SA Objective 1

- The site largely comprises of several medium sized fields that are bound by a combination of grass verges, hedgerows and trees. Woodland/tree boundaries are present on site with some linking to woodland off site.
- Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features.
- A minimum of 10% net gain for biodiversity is required within individual sites (as per latest biodiversity metric) and the overall layout and design of this site should ensure that habitat creation provides connectivity to adjacent or nearby habitat areas.
- The site lies within the River Avon Special Area of Conservation (SAC) catchment. A mitigation strategy that will ensure phosphorus neutrality will be a statutory requirement were the site to be developed. An allocation for major development at the site would need to provide a bespoke mitigation strategy to ensure phosphorus neutrality and would have to provide considerable mitigation.
- Given the scale of the site, the potential level of development and the nature of the River Avon SAC phosphorus mitigation requirements, it is anticipated substantial bespoke mitigation would be required of an anticipated high cost with a long lead in time in order to be suitably robust and sufficient to consider development at this site and avoid major adverse effects.
- The site lies just outside of the 6.4km zone of influence (ZoI) around the Salisbury Plain Special Protection Area (SPA) in respect of recreational pressure, however the large scale of development proposed at the potential allocation site could still lead to some additional recreational / visitor pressure on the SPA requiring mitigation. The River Avon SAC/River Avon System SSSI lies within 1.2km west of the site with footpaths facilitating public access from the site to this asset.
- The development of the site would have the potential to increase public access to designated/non-designated biodiversity features. This may lead to a detrimental increase in recreational pressure on identified protected species and habitats in the local area.
- Given the potential for impacts, and the nature of potential impacts, a significant amount of alternative public greenspace / SANG would be required to help to reduce the number of additional visits to protected sites offsite.
- In terms of priority habitat, the site contains areas of woodland, hedgerows and tree boundaries. Priority habitat, including all hedgerows/trees, should be retained with wide buffer/ecological protection zones.
- The site contains habitat functionally linked with the Salisbury Plain SPA with development on this site likely to have a direct impact on at least one of the SPAs qualifying species. The impact upon this habitat and species would have to be mitigated and adequately compensated for prior to development taking place.
- Scope for integrated green and blue infrastructure (GBI) opportunities include those presented by the retention of priority habitat, including all hedgerow/trees, with wide buffer/ecological protection zones alongside the provision of suitable alternative natural greenspace (SANG). The development of the site should conserve and enhance GBI.
- Overall, a moderate adverse effect is considered likely against this objective.

SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings
Decision-Aiding Questions. Will the development site...

1. Ensure development	It is considered that development of this site could be built at an adequate density in order to maximise the efficient use of land. However, this will depend on the provision of adequate infrastructure, services and facilities to serve any new development which currently do not exist in this location which is isolated from the nearest built-up areas.
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maximises the efficient use of land?	New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.
2. Maximise the reuse of Previously Developed Land?	This is a large site consisting entirely of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL.
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	This site consists of greenfield, agricultural land which appears not to have been developed before. Significant contamination issues are therefore considered unlikely. A more detailed assessment of the site would be required prior to any development coming forward. If subsequent evidence suggests the presence of land contamination, a remediation and mitigation strategy would be required.
4. Result in the permanent loss of the Best and Most Versatile Agricultural land (Grades 1, 2, 3a)?	Evidence on Agricultural Land Classification (DEFRA spatial data download) shows this site as consisting of Grade 2 and Grade 3 agricultural land. Further analysis is required to establish the amounts of Grades 3a and 3b. However, development of this site is likely to lead to the loss of a significant amount of BMV agricultural land. Any development of this site should seek to protect the higher quality agricultural land, where possible.
5. Lead to the sterilisation of viable mineral resources? If so, is there potential to extract the mineral resource as part of the development?	The site is not located within a designated Mineral Safeguarding Area. As such, development would be unlikely to lead to the sterilisation of known, potentially viable mineral resources.
6. Support the provision of sustainable waste management facilities and include measures to help reduce the amount of waste generated by development through integrated recycling infrastructure?	There are no known reasons why sustainable waste management facilities and integrated recycling infrastructure could not be incorporated successfully into the layout and design of any development on this site. The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation.
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 2	
<ul style="list-style-type: none"> • It is considered that development of this site could be built at an adequate density in order to maximise the efficient use of land. However, this will depend on the provision of adequate infrastructure, services and facilities to serve any new development • This large site consists entirely of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL • Significant land contamination issues are considered unlikely but a more detailed assessment of the site would be required prior to any development coming forward 	

<ul style="list-style-type: none"> • Development of this site is likely to lead to a significant loss of Grades 2 and 3 agricultural land • The site is not located within a designated Mineral Safeguarding Area • The site is not located within, or likely to affect a designated safeguarding zone associated with an active waste management facility, or allocated Waste Site Allocation • Overall, a moderate adverse effect is considered most likely against this objective 	
SA objective 3 - Use and manage water resources in a sustainable manner Decision-Aiding Questions. Will the development site...	
1. Protect surface, ground and drinking water quantity/quality?	<p>This site falls entirely within a Source Protection Zone. The majority of the site is within Source Protection Zone 2. Zone 2 is defined by the 400-day travel time from pollutant to source. The 400-day travel time is based loosely on consideration of the minimum time required to provide delay, dilution and attenuation of slowly degrading pollutants. In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses. Consultation with the Environment Agency could be required to determine the likely effects of development within the areas identified within the Source Protection Zones. Reference should also be made to Wiltshire Council's Groundwater Management Strategy 2016.</p> <p>A small part of the site on its southern end is within Source Protection Zone 1 (SPZ1). This will have an impact on ability to introduce infiltration-based sustainable drainage systems (SuDS). A drainage strategy will be required to support any development of the site, which must address water quality issues and comply with the Environment Agency's approach to groundwater protection, which states that where infiltration SuDS are proposed for anything other than clean roof drainage in a SPZ1, a hydrogeological risk assessment should be undertaken, to ensure that the system does not pose an unacceptable risk to the source of supply. The site is not covered by a Drinking Water Protected Area, but it is within a Drinking Water Safeguard Zone. These are established around public water supplies where additional pollution control measures are needed.</p> <p>In line with the provisions of local planning policy and the Water Framework Directive, the development of this site will need to make suitable provision to protect and, where appropriate, improve local surface, ground and potable drinking water quality – this includes ensuring that enough buffer zones are located adjacent to watercourses and ensuring that runoff does not enter these watercourses.</p> <p>The site is also within a Drinking Water Safeguard Zone. These are catchment areas that influence the water quality for their respective Drinking Water Protected Area (Surface Water), which are at risk of failing the drinking water protection objectives. Consultation with the Environment Agency will be required.</p> <p>Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces. As this site is located in a Source Protection Zone, the extent to which Sustainable Drainage systems can be used may be affected.</p>
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>This site falls within the catchment area supplied by Wessex Water. With regard to water supply capacity, significant off-site infrastructure reinforcement would be required. The proposal is within an area where water abstraction licences will limit ability to provide this site with a potable supply of water, which would require further investigation into the potential for delivering water neutrality. The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Investigations and agreement with Wessex Water's regulators and mitigation measures are likely to be implemented over a long lead in time (~10 years). Significant development in the Salisbury area is likely to trigger the need for new mains and service reservoirs to transport potable water from elsewhere within Wessex Water's network to satisfy demand. It is unlikely that Wessex Water would be able to provide available capacity before 2030.</p> <p>With regard to foul network capacity significant off-site infrastructure reinforcement would be required. A direct connection to Salisbury Water Recycling Centre would be required, or on-site solution.</p>
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 3 <ul style="list-style-type: none"> • The site is predominantly within Source Protection Zone 2, with a small part falling within Source Protection Zone 1. Hydrological Risk Assessment would be required. • The site is within a Drinking Water Safeguard Zone. • The area covered by Wessex Water has been classed by the Environment Agency as 'seriously water stressed'. Significant new development in the Salisbury area would require investigations and agreement with Wessex Water's regulators and mitigation measures are likely to take time, and unlikely to deliver capacity before 2030. • With regard to water supply capacity, significant off-site infrastructure reinforcement would be required. 	

<ul style="list-style-type: none"> • With regard to foul network capacity significant off-site infrastructure reinforcement would be required. A direct connection to Salisbury Water Recycling Centre would be required, or on-site solution. • On the basis of the above evidence, a moderate adverse effect is likely. 	
SA objective 4 - Improve air quality and reduce all sources of environmental pollution Decision-Aiding Questions. Will the development site...	
1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?	<p>Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. Road traffic noise will need to be assessed and mitigated against. Given the size of the site it is considered that mitigation measures could feasibly be achieved onsite. There are likely to be noise impacts arising from the adjacent A345 road including, including frequent HGV deliveries to the industrial estate and petrol station. Multiple sources of noise from the industrial sites (including the salt store, vehicle parts distributor, engineering research, gym) are likely. The site is close to a well-established golf course which could also be a source of machinery noise due to greens upkeep requirements, as well as possible entertainment noise from events at The Stones Hotel. A noise impact assessment would be required to determine the impacts and potential mitigation.</p> <p>Agricultural uses bordering the site would also need to be assessed in relation to the potential for noise, odour, dust and pest impacts.</p>
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely to experience poorer air quality due to high levels of traffic and poor air dispersal?	<p>There is no current Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective in this area. High Post is however on major road networks that feed into Salisbury that has several AQMAs, where significant traffic management or other measures are needed to remove significant levels of traffic. If allocations at High Post are made through the LPR then CIL/S106 contributions will be required to enable actions for the revocation of the Air Quality orders. Air Quality assessment would be required showing cumulative effects of development on relevant receptors in the AQMAs in Salisbury.</p>
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	<p>The nearby Chemring Countermeasures has a designated explosives safeguarding area potentially affecting some land within the northern part of the site. New development will require consultation with the relevant bodies and may require appropriate separation distances to the facility.</p>
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 4 <ul style="list-style-type: none"> • Development of this site is likely to lead to increased levels of environmental pollution, including noise, light and vibration – both during construction and operational phases. • There are likely to be noise impacts arising from a range of sources. A noise impact assessment would be required to determine the impacts and required mitigation. • Agricultural uses bordering the site would also need to be assessed in relation to the potential for noise, odour, dust and pest impacts. • Part of the northern part of the site is potentially affected by an explosives safeguarding area around the nearby Chemring Countermeasures facility, which will require consultation with the relevant bodies and may require appropriate separation distances to the facility. • There is no AQMAs but this area is located on major road networks that feed into Salisbury, which has several AQMAs and where significant traffic management or other measures are needed to remove significant levels of traffic. • Based on the above evidence, a moderate adverse effect is likely. 	
SA objective 5 - Minimise our impacts on climate change (mitigation) and reduce our vulnerability to future climate change effects (adaptation) Decision-Aiding Questions. Will the development site...	
1. Maximise the creation and utilisation of renewable energy	<p>A site of this size has the potential to produce significant amounts of greenhouse gases through the construction and occupation of the development. However, mitigation measures can be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient buildings, generating on site renewable energy and delivering sustainable transport.</p>

opportunities, including low carbon community infrastructure such as district heating?	It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space. Low carbon community infrastructure such as district heating could also be incorporated. There is no existing district heating network for this site to link into. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be located within Flood Zones 2 or 3? If so, are there alternative sites in the area within Flood Zone 1 that can be allocated in preference to developing land in Flood Zones 2 or 3?	The whole site is in Flood Zone 1. This means that each year, this land has less than 0.1% chance of flooding from rivers or the sea. The River Avon runs approximately 1km west of the site.
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	There is minimal flood risk across the site from all sources. There are some very small areas of pluvial surface water flood risk. These could be mitigated by a surface water drainage strategy. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. A detailed Flood Risk Assessment and Surface Water Drainage Strategy would be required to identify and mitigate flood risk and to ensure flood risk is not worsened elsewhere.
4. Promote and deliver resilient development that is capable of adapting to the predicted effects of climate change, including increasing temperatures and rainfall, through design e.g. rainwater harvesting, Sustainable Drainage Systems, permeable paving etc?	<p>Plans for developing this site should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is considered that any future development of this site could incorporate appropriate measures to adapt to the predicted future impacts of climate change. The location, layout and design of any new development should be planned to avoid increased vulnerability to the range of impacts predicted to arise from climate change, including flood risk, water supply and changes to biodiversity and landscape. It is anticipated that Wiltshire will experience hotter summers, milder winters, increased periods without rain, increased intensity in rainfall and more extreme weather events. Development would need to include adaptation measures such as designing to prevent overheating, heat resistant landscaping, more resilient foundations, drought resistant planting and for generally more resilient buildings and spaces (general design and robust materials).</p> <p>The significant size of this site could allow for the provision of large areas of open space, but much of what is currently greenfield agricultural land will be developed. Enough land would need to be set aside for robust surface water management, to include comprehensive surface water drainage measures (including SuDS) that result in run-off rates equalling or bettering current greenfield infiltration rates.</p>
Assessment outcome (on balance): Minor adverse effect	
<p>Summary of SA Objective 5</p> <ul style="list-style-type: none"> • All of the site is in Flood Zone 1 • Flood risk could be exacerbated by climate change. Although development could avoid this area and avoid risk, it may worsen the risk elsewhere. • Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. 	

<ul style="list-style-type: none"> • It would be possible for a development of this scale to include significant renewable energy generation, both within buildings and in areas of open space, and it is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change. • Development of this significant sized site has the potential to significantly increase greenhouse gas emissions due to emissions generated through the construction and occupation of the development. These emissions could be reduced through the design and layout of the site, by ensuring high levels of energy efficiency in all new buildings to reduce energy use, through mixed-use development that can reduce the need to travel and by ensuring as much choice and access as possible to efficient and reliable sustainable modes of transport. • Overall, although future development is likely to increase emissions, it is thought that there are opportunities to support resilient development, which supplies energy efficient buildings and provides investment in renewable energy. It is possible for new development to be in flood zone 1. However, given the emissions likely to be released and that development could worsen flood risk elsewhere, a minor adverse effect is likely where mitigation would be achievable. 	
SA objective 6 - Increase the proportion of energy generated by renewable and low carbon sources of energy Decision-Aiding Questions. Will the development site...	
1. Support the development of renewable and low carbon sources of energy?	<p>As this is a very large site, there should be open space available for opportunities to support energy generation from renewable and low carbon sources. There may also be opportunities for renewable energy generation on a smaller scale, for example, solar panels on roofs. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources from developers, that:</p> <ul style="list-style-type: none"> • maximises the potential for suitable development. • considers identifying suitable areas and options for renewable and low carbon energy sources; and • identifies opportunities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
2. Be capable of connecting to the local Grid without the need for further investment?	<p>The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.</p> <p>Due to the uptake of low carbon technology, and the move towards net zero, the Climate Change Committee have estimated that energy demand could almost treble by 2050. This increased pressure on the system is something SSEN, as Distribution Systems Operator, is working on to manage new system capacity. Solutions may include flexible connections, renewable energy, and further investment to reinforce the current infrastructure. Early engagement with SSEN may be required to discuss connections issues and new solutions may be required.</p> <p>It is thought that energy demand from a site of this size would be significant and could require substantial investment to reinforce the grid, which may involve significant costs.</p> <p>The closest substations to the site are in Amesbury and Salisbury. According to SSEN's generation availability map, the substations in Amesbury and Salisbury are partially constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substations in Amesbury and Salisbury are constrained, therefore could potentially struggle to withstand further significant demand. Further conversation with SSEN would be required to ensure connectivity to the grid</p> <p>It is unknown how the site would be bought forward therefore further evidence would be required to understand whether investment in the grid would be required for a site of this size. If the site were able to support its own renewable energy, then the site would be less likely to depend on the grid.</p>
3. Create economic and employment opportunities in sustainable green technologies?	<p>It is considered that a site of this size could enable economic and employment opportunities in sustainable green technologies. There may be parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. With more renewable energy generation on site there are more possibilities for development to draw its energy supply from decentralised, renewable, or low carbon energy supply systems onsite and for co-locating potential heat customers and suppliers. However, it is more likely that undeveloped areas of the site would be used for open space, green infrastructure, and biodiversity net gain.</p>

4. Deliver high-quality development that maximises the use of sustainable construction materials?	It is considered that development of this site would be able to deliver a high-quality development that makes maximum use of sustainable construction materials throughout the development.
5. Deliver energy efficient development that exceeds the minimum requirements set by Building Regulations?	It is considered that development of this site would be able to deliver an energy efficient development that exceeds minimum requirements set by Building Regs. New development should also consider incorporating EV charging points into site design and into individual dwelling design, where possible. However, this will need to be factored into the increased demand the site will have on the existing infrastructure.
Assessment outcome (on balance): Neutral effect	
<p>Summary of SA Objective 6</p> <ul style="list-style-type: none"> • It is considered that a site of this size could support renewable energy generation or create economic and employment opportunities in sustainable green technologies as there is space available. • There will need to be a positive strategy for energy from developers and there are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. However, it is thought that undeveloped areas of the site may be used for different priorities. • New developments should consider incorporating EV charging points, which will encourage the use of more sustainable modes of transport but will increase the energy demand of the site. • As this is a large site, energy demand will be more. However, it is considered that there may be opportunity for large-scale renewable energy production, so the site won't necessarily need to depend on the existing grid. • It is considered that the current energy infrastructure is under pressure and further discussions with SSEN would be required. • If the site were to be bought forward with its own self-supporting local network through renewable energy generation, these costs could be significantly less. • Overall, given the opportunities for future renewable energy generation and the use of sustainable construction materials and sustainable green technologies, but considering the potential cost implications for increasing the demand on the grid, a neutral effect is likely against this objective. 	
<p>SA objective 7 - Protect, maintain and enhance the historic environment Decision-Aiding Questions. Will the development site...</p>	
1. Conserve and enhance World Heritage Sites, Scheduled Monuments, Listed Buildings, the character and appearance of Conservation Areas, Historic Parks & Gardens, sites of archaeological interest and, where appropriate,	<p>The northern (SHELAA 3710) area would have no designated heritage assets affected.</p> <p>The southern (SHELAA 3714) area would have an impact on Grade II Listed Longhedge House and farmstead. The site is large but southern part would have impacts on setting of Longhedge farmstead. Farmsteads have a fundamental relationship with their surrounding hinterland. The south of site wraps around farmstead and occupies rising land which forms setting within which asset is experienced. Mitigation likely to be difficult. However, site is very large and there may be potential for appropriate mitigation in some areas of site. Historic England should be contacted for view on impact on wider setting of Old Sarum landscape should the site be taken forward. The area to south of Monarch's Way should be omitted to avoid impact on setting of Longhedge farmstead. Which will reduce capacity of site.</p> <p>The northern (SHELAA 3710) area has on site various archaeological features of high value including Prehistoric / Roman field system identified in southern area of the site, indicates multiphase activity within the site such as settlement – possibly associated with highly significant Iron Age settlement enclosures identified outside site and buffer at Chem Ring site, and Prehistoric / Roman field system identified encroaching the northern edge of site. Also of medium value are undated ditches and pits in east of the site and Medieval ridge and furrow identified in south of the site of very low value. Within the in 100m Buffer of the site there are undated pits in the north western area of the buffer zone of moderate value. Based on evidence that is currently available and known, and the site's relatively large size, the site appears to be heavily constrained by archaeological remains. The site has not been subject to archaeological investigation. Therefore, further investigation will be required to identify</p>

<p>undesigned heritage assets and their settings?</p>	<p>the presence and significance of as yet unknown archaeological remains across the site. Mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required. Should preservation be part of a mitigation strategy, opportunities to interpret and enhance understanding and / or improve land management regimes could be taken forward. Mitigation strategy could include preservation by record where relevant. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is high.</p> <p>The northern (SHELAA 3710) area has to the northern portion of the site characterised as modern fields created by amalgamating enclosed C19 fields, not legible, the middle portion of the site characterised as modern fields created by amalgamating enclosed C19 fields, shape of plot influenced by C20 airfield with the southern portion of the site characterised as modern fields created in area of likely former downland, all of which are not highly sensitive historic landscape. The site comprises part of a wider network of prehistoric activity with proximity to Stonehenge and Old Sarum and therefore has a high sensitivity. Overall, the site is moderately constrained by historic landscape character. No mitigation identified at this stage. The potential for significant adverse historic landscape effects is moderate.</p> <p>The southern (SHELAA 3714) area has on site various archaeological features of high value including Prehistoric / Roman field system identified in northern area of the site observed during field walking and Bronze Age field system encroaching the eastern edge and south-western edge of site. Two undated enclosures in southern portion of the site and Undated lynchet in western area are of moderate value. There is a medieval ridge and furrow identified in north of the site of very low archaeological value. The area within a 100m buffer there is a Bronze Age field system identified encroaching the southern edge of buffer zone and Bronze Age barrow and surrounding enclosure in north-western area of buffer zone both of high value, undated lynchets encroaching western edge of buffer zone of moderate value and modern practice military trenches encroaching the south-eastern area of buffer zone of very low value. Based on evidence that is currently available and known, and the site's relatively large size, the site appears to be heavily constrained by archaeological remains. The site has not been subject to archaeological investigation. Therefore, further investigation will be required to identify the presence and significance of as yet unknown archaeological remains across the site. Mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required. Should preservation be part of a mitigation strategy, opportunities to interpret and enhance understanding and / or improve land management regimes could be taken forward. Mitigation strategy could include preservation by record where relevant. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is moderate.</p> <p>The southern (SHELAA 3714) area has various historic landscape value including to the north of the site which is characterised as modern fields created in former downland, that may have been enclosed at earlier date due to presence of tree lined routeways, brick fields of moderate sensitivity, to the southern portion of the site characterised as modern fields created in former downland, may have been enclosed at earlier date due to presence of tree lined routeways also of moderate sensitivity and the majority of the site characterised as modern fields created in area of likely former downland which is not highly sensitive. The site comprises part of a wider network of prehistoric activity with proximity to Stonehenge and Old Sarum and therefore has a high sensitivity. Further investigation is likely needed to clarify the significance of these routes in north and southern portions of site Historic Landscape Characteristics. Overall, the site is moderately constrained by historic landscape character. Mitigation strategy could include incorporation of potentially surviving historic landscape elements, such as field patterns, hedgerows and mature trees, within future development. The potential for significant adverse historic landscape effects is moderate.</p>
<p>2. Maintain and enhance the character and distinctiveness of settlements through high quality and appropriate design, taking into account, where necessary, the management objectives of Conservation Areas?</p>	<p>In accordance with national policy/local policy, the development of the site for housing could deliver housing that maintains and enhances the distinctiveness of settlements through high quality design. No details of any potential future development scheme or design and layout are currently known. Development of the site would have the potential to appropriately protect and enhance designated heritage assets according to their significance. The site is not located near to a conservation area. It is considered that development has the potential for appropriate mitigation measures to safeguard the historic environment of the site and its immediate surroundings.</p>

Assessment outcome (on balance): Moderate adverse (significant) effect

Summary of SA Objective 7

- There are no designated heritage / conservation assets affected. The potential for significant adverse heritage/conservation effects is low
- The potential for significant adverse archaeological effects is high.
- The potential for significant adverse historic landscape effects is moderate.
- The site is not located near to a conservation area.
- Overall, moderate adverse effects are likely.

SA objective 8 - Conserve and enhance the character and quality of rural and urban landscapes, maintaining and strengthening local distinctiveness and sense of place. Decision-Aiding Questions. Will the development site...

<p>1. Minimise impact on and, where appropriate, conserve and enhance nationally designated landscapes e.g. National Parks and AONBs and their settings?</p>	<p>Cranbourne Chase AONB sits approximately 5.2km to the west of the site while Heale House Registered Park and Gardens (Grade II*) lies approximately 1.2km to the west. Significant impacts on nationally designated landscapes from development are not anticipated.</p>
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<p>2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?</p>	<p>The site is located on the rising slopes to a high point of the rolling, chalk downlands that surround the north of Salisbury. The site gently slopes down from approximately 130m AOD in the north of the site to approximately 75m AOD in the southeast of the site. The landform continues to slope down more distinctly to the west of the site, down to the River Avon. Old Sarum (scheduled monument), is a significant and prominent, raised Iron Age hillfort to the south of the site, which is seen against open skyline and contributes to the distinctive approach to Salisbury from the north, along the A345. It is separated from the site by large, open fields.</p> <p>The site comprises several medium sized fields that are bound by a combination of grass verges, hedgerows and trees. A small farmstead sits within the site. Boundaries include roadside boundaries to the east formed of grass banks/hedgerow/woodland. Tree boundaries link to the west of the site with a strip a strip of woodland. A tree boundary forms part of the west site boundary with an adjoining industrial site. Tree planting is used in proximity to the site, to screen existing industrial/commercial land uses including High Post Business Park to the east of the site.</p> <p>The site has a strong rural character, forming part of the rolling, extensive chalk downland. There are low-level barns within the site and two small farmsteads while there is an existing business park and hotel to the east of the site, with High Post golf course to the east side of the A345. The business park comprises large distribution sheds that are largely screened by surrounding tree boundaries. The hotel and petrol station are also prominent features on the side of the A345. An industrial site/former MOD site is located to the west of the site and is generally screened by surrounding tree and hedgerow boundaries. There is limited existing development on the higher landform of the chalk downlands. Small springline villages are dispersed along the river valley to the west of the site. The Longhedge development is a new residential development to the southeast of the site, adjoining the Old Sarum development to the southeast. These developments are largely contained and buffered by landscape bunds, hedgerows and trees.</p> <p>The site forms part of the undesignated, simple but distinctive chalk downland landscape that surrounds and forms the bowl in which Salisbury is located to the south. The site is separated from surrounding rural settlements by landform and vegetation and is influenced in part by the adjoining industrial/commercial land uses. Tree and hedgerow boundaries provide some screening of the site and contribute to a separate identity to the more open, surrounding downland landscape to the north and east. New development to the southeast of the site has altered the character of the downland landscape around the north of Salisbury, although is generally well contained. Existing development adjoining the site and surrounding trees have locally eroded the character of the downland landscape, although are generally well contained. The</p>
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	<p>site contributes to the open downland landscape that encompasses the north of Salisbury and forms the distinctive approach from the north. The landscape is in generally moderate to good condition and has scenic value, particularly associated with the landscape setting of Old Sarum hillfort.</p> <p>Overall, it is considered that the site is of generally medium to high landscape sensitivity to development, with higher sensitivity in the south of the site associated with the Monarch's Way long distance route and the landscape setting of Old Sarum hillfort. The site has generally medium capacity to accommodate development, with to limited capacity towards the south of the site.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for new development to be conspicuous on the rolling landform of the open, expansive chalk downlands landscape, especially where it has potential to form harsh new urban edges and skylines and encroach on open views that contribute to the distinctive approach to Salisbury from the north and towards Old Sarum hillfort • Potential for development to encroach on distinctive valley setting and separate character of the springline villages to the west • Potential loss of trees and hedges that contribute to green links through the landscape and buffers to existing development • Potential for inappropriate screening planting that would be uncharacteristic in the landscape • Potential change from a rural to urban context for users of the Monarch's Way rural footpath between the river valleys <p>Scope for mitigation includes the following:</p> <ul style="list-style-type: none"> • Avoid tall development that would break the skyline in context of the expansive chalk downland landscape and open views on the approach to Salisbury from the north • Limit development in the south of the site to reduce visual influence on the Old Sarum hillfort • Avoid high density, large-scale development that would stand out in the rural landscape and be out of context with the rural settlement character • Retain and enhance hedgerows and trees as part of a mature landscape framework that contributes to soft settlement edges to integrate built form in the open expansive landscape • Avoid planting new blocks of woodland/trees/shrubs that would alter the open character of the local landscape • Create a multi-functional green corridor that incorporates the Monarch's Way and forms a landscape buffer to development to integrate the settlement edge on the approach to Old Sarum from the north
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>A public bridleway runs east-west through the north of the site, from the A345 downslope into Netton. Several public footpaths and bridleways link with this route. The Monarch's Way long distance route passes east-west through the south of the site, linking between the two river valleys (River Avon and River Bourne) to the north of Salisbury. Routes link north towards Amesbury and south towards Old Sarum hillfort and Salisbury. There is no public open space or common land within this site.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 8</p> <ul style="list-style-type: none"> • Cranbourne Chase AONB sits approximately 5.2km to the west of the site while Heale House Registered Park and Gardens (Grade II*) lies approximately 1.2km to the west. • The site is located on the rising slopes to a high point of the rolling, chalk downlands that surround the north of Salisbury. • Old Sarum hillfort (scheduled monument), is a significant and prominent, raised Iron Age hillfort to the south of the site, which is seen against open skyline and contributes to the distinctive approach to Salisbury from the north, along the A345. It is separated from the site by large, open fields. • The site comprises several medium sized fields that are bound by a combination of grass verges, hedgerows and trees. • The site has a strong rural character, forming part of the rolling, extensive chalk downland. There are low-level barns within the site and two small farmsteads while there is an existing business park and hotel to the east of the site, with High Post golf course to the east side of the A345. • The site forms part of the undesignated, simple but distinctive chalk downland landscape that surrounds and forms the bowl in which Salisbury is located to the south. 	

<ul style="list-style-type: none"> • The site contributes to the open downland landscape that encompasses the north of Salisbury and forms the distinctive approach from the north. The landscape is in generally moderate to good condition and has scenic value, particularly associated with the landscape setting of Old Sarum hillfort. • It is considered that the site is of generally medium to high landscape sensitivity to development, with higher sensitivity in the south of the site associated with the Monarch's Way long distance route and the landscape setting of Old Sarum fort. The site has generally medium capacity to accommodate development, with limited capacity towards the south of the site where major negative effects are likely if development were to take place. • Overall, a moderate adverse effect is considered likely against this objective. 	
SA objective 9 - Provide everyone with the opportunity to live in good quality, affordable housing, and ensure an appropriate mix of dwelling sizes, types and tenures Decision-Aiding Questions. Will the development site...	
1. Provide an appropriate supply of affordable housing?	This site is subject to variable topography which may limit the developable area and number of homes to be delivered. Notwithstanding any mitigation that may be required which results in a reduced developable area, the development range for this site means that it has potential to deliver a significant number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at a new village at High Post.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	Should this large site be developed for residential uses, and notwithstanding any mitigation that may be required which results in a reduced developable area, it has the potential to provide for a wide range of housing needs and types. The site has the potential to deliver a range of high-quality, sustainable homes of different types and tenures, which would be beneficial to addressing identified local housing needs.
Assessment outcome (on balance): Major (significant) positive effect	
Summary of SA Objective 9 <ul style="list-style-type: none"> • Notwithstanding any mitigation that may be required which results in a reduced developable area, this large site could bring forward a significant amount of affordable housing as part of a housing development. • The site would be likely to support a wide range of house types, tenures and sizes to meet different needs. • Overall, a major positive effect is considered likely against this objective. 	
SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities Decision-Aiding Questions. Will the development site...	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	The Indices of Multiple Deprivation (IMD) 2019 identify this site as being situated in a more deprived area. Development could lead to new homes and jobs in a more deprived area so would be likely to result in social benefits. The site has the potential to deliver up to 7175 homes of all types and tenures. This site could deliver an extremely significant level of affordable housing. There could be significant social and economic benefits for the Salisbury area through housing provision, short-term construction jobs and a larger workforce for local businesses.
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	Salisbury city centre is situated approximately 4km to the south-west of this site from the southern boundary. Amesbury Town centre is situated approximately 4.5km from the northern boundary of the site. This site is poorly connected to both centres, but there are some existing bus stops along Fourmile Hill that provide public transport connections to both. Development at this site would be significant. There may be an opportunity for a development of this size to bring forward town centre amenities onsite, potentially through a local or district centre. Where possible, a development should bring forward these uses to support new housing and avoid undue pressure on the existing centres. Efforts will also be required to ensure accessibility across the site and to surround facilities. It is likely that a development of this size will be able to bring forward very good benefits of enhanced connectivity. A development of this size would need to take opportunities to incorporate and connect to existing public open space and amenity greenspace. The size of the site suggests a very good level of amenity greenspace could accompany a development.

	<p>Development at this site could generate the need for 667-933 early years places, 1588-2224 primary school places and 1095-1578 additional secondary places. In meeting the upper scale of needs the site would need to bring forward four 2FE and 1 3FE primary schools, each of these could support 60 early years places. A further six 80-100 place full day care nurseries would also be required. The secondary pupil product would not be enough to support a new secondary school. Additionally, an existing school could not be expanded by this amount. As such, a satellite of an existing school onsite may be appropriate. Land and contributions would be required to support the delivery of all of these.</p> <p>This site has extremely poor accessibility to existing health services in Salisbury which is the primary care network that the site falls into. Bishopdown Surgery is 2.5km to the south of the site. GP provision in Salisbury was forecast as being subject to a positive capacity gap by 2026, however the closure of one branch surgery in 2020 to relocate services has led to issues. Negative premises capacity gaps are therefore apparent within the primary care network. There is a planned extension to the hospital. Expanded services are to be offered by Porton and Winterslow branch surgeries following this the closure of the Wilton branch. As a result, while there may be some negative effects on the capacity of individual surgeries, the location of development is not considered to affect the delivery of health services in the city. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities.</p>
<p>3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?</p>	<p>The site is significant and opportunities to bring forward new facilities are likely to be apparent. There should be a focus on placing these around new schools etc. to bring forward new local centres. The vast scale of the site suggests a development could bring forward a very good level of public open space as well as improvements to DURN20, DURN17 and WINT27.</p>
<p>4. Reduce the adverse impacts associated with rural isolation, including through access to affordable local services for those living in rural areas without access to a car?</p>	<p>A development of this size, in this location would have extremely good benefits for rural communities located outside of Salisbury and Amesbury. Especially at Durnford and Winterbourne. These benefits are likely to arise through new sustainable transport connectivity and new affordable homes, as well as investment in other local services. Despite this, the sites will primarily serve nearby settlements of Salisbury and Amesbury.</p>
<p>Assessment outcome (on balance): Major (significant) positive effect</p>	
<p>Summary of SA Objective 10</p> <ul style="list-style-type: none"> • Development at this site could have benefits of directing new homes towards a more deprived area. • Site is likely to provide a significant number of affordable homes as part of a housing development. • Lacks accessibility to the centres at Salisbury and Amesbury but could bring forward a new local centre. • Significant potential to improve connectivity through sustainable transport and bring forward new amenity greenspace. • Early years, primary and secondary schooling provision could be met in new onsite provision. Land and monies would be required to support. • Accessibility to existing health provision would need to be improved and financial contributions to increase capacity of existing GP surgeries would be required. Potentially new onsite health facilities could be needed within the local care network to support the growth in the local population. • The site could bring forward new community facilities and support a reduction in rural social isolation through new transport links and affordable homes. • Overall, a major significant positive effect is likely. 	

SA objective 11 - Reduce the need to travel and promote more sustainable transport choices	
Decision-Aiding Questions. Will the development site...	
1. Promote mixed-use developments, in accessible locations, that reduce the need to travel and reduce reliance on the private car?	<p>Given the existing lack of sufficient local community facilities, education establishments and diverse employment opportunities, any development that is proposed at the site of High Post should be accompanied with an appropriate mix of amenities to establish local trip capture. With consideration for this, the proposed settlement of 800 dwellings is unlikely to present a level of 'gravity' to ensure the sustainable delivery of any meaningful community, with commercially viable retail, diverse employment, and education opportunities. In this regard, it is suggested that the scale of the development should be set, from the outset, as the minimum that would be required to accommodate a two form entry primary school, or as required by the education department, community facilities and wherever possible, an extension to local employment opportunities, or measures to radically increase working from home; e.g. the delivery of live-work units and dwelling office space, along with infrastructure to ensure that working from home is affordable (solar panels and district heating for shared energy costs).</p> <p>Where off site trips cannot be contained, these should be accommodated in the first instance by infrastructure to accommodate achievable active travel trips (walking and cycling) and thereafter by public transport service uplifts and new service requirements.</p>
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>Vehicle access can be achieved however the existing signals require replacement and enhancement and this may currently be restricted due to lack of available land; this may significantly prejudice the delivery of development.</p> <p><u>Local Constraints</u> As presented above, development at High Post would be unsustainably located for adequate pedestrian travel and to overcome this, it would be required to have significant scale to attract and deliver community amenities, a primary school (at least) and enhanced employment and retail opportunities. Cycle access presents a more likely means of sustainable access to Salisbury and surrounding areas, however significant uplift and enhancement of the PROW network and the protection of existing quiet routes is required to secure adequate modal accessibility.</p> <p>High Post has adequate current bus service provision and access to Salisbury, but any large-scale development, as required above, would require re-routing/provision of a bus service to penetrate the site. Such re-routing would come at a cost to the functionality of existing bus services and would require mitigation. There are no adequate access opportunities to the rail network.</p> <p>Vehicle access can be achieved however the existing signals require replacement and enhancement and this may currently be restricted due to lack of available land; this may significantly prejudice the delivery of development.</p> <p><u>Site Specific Mitigation</u> Uplifts to infrastructure to accommodate all modes, including PROW accommodation of cycle routes, enhanced bus service provision and new traffic signals. These measures are comprehensively listed above, however given that the scale of development is required to be enhanced, the mitigation required may cover a much wider area as impacts spread out.</p> <p><u>Necessary Strategic Mitigation</u> The development will require full strategic modelling assessment and its impacts at this stage on Amesbury and Salisbury cannot be adequately determined. However, it is considered likely that a significant scale development will be required to contribute to transport strategies in both Amesbury and Salisbury.</p>
3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport	<p><u>Pedestrian/Cycle:</u> The proposed location is poorly served by local amenities, with retail confined to the existing petrol station/Londis and a mix of employment opportunities including Hospitality (Hotel and Golf Club) and business park; these destinations have limited or poorly maintained pedestrian infrastructure and measures to connect to these should be included in any development proposals. The site is beyond reasonable maximum walking distances to any community facilities, education establishments, food superstore or a more diverse range of employment opportunities. Any development proposed should therefore be of a scale that can accommodate such uses, or</p>

<p>options, including Active Travel?</p>	<p>it will result in typical driver mode shares for the locality, which average around 80% for Method of Journey to Work for the Middle Super Output Area in the 2011 Census.</p> <p>Whilst walking for the purposes of regular commuting for accessing existing schools, significant retail or diverse employment can be discounted, pedestrian connectivity to surrounding communities and infrastructure should be sought for recreational and other trip purposes. Such infrastructure should also be designed to accommodate cycle activity, which presents a sustainable alternative to the car for short to medium length (5km to 8km) journeys and longer journeys for E-Bikes.</p> <p>Any materially large development proposals would be expected to provide footway cycleway links to Longhedge and Beehive Park and Ride, including all necessary signal-controlled crossing points. Smaller developments, i.e., those too small to accommodate a primary school, may find the cost of delivery of this linkage to be economically unviable and hence they would preclude their own delivery by reasons of transport unsustainability. Additionally, measures to extend this route north to Amesbury, using the bridleway along the A345 corridor should be further established. The delivery of the full north south route may further require additional land outside of the current highway and this will need to be evaluated in any costing exercise.</p> <p>Connection to local Secondary Schools may provide further difficulties, with Wyvern St Edmunds in Laverstock 7km away and beyond DfE's reasonable commuting distance to school. In this regard, any development proposal should include financial provision to offset the education transport demands of the development being in an inaccessible location.</p> <p>Linkages to the Public Rights of Way (PROW) known as Monarchs Way are also required to facilitate both leisure routes and longer distance commuting routes to the southeast, away from vehicular traffic. At present, this route is unsurfaced and works to improve surfacing for all weather commuting, whilst not prejudicing horse riders, will need to be researched and established as necessary mitigation for the development.</p> <p>For destinations to the east, e.g. Porton and associated employment opportunities, Down Barn Road and the unnamed road serving High Post Golf Club provide good access, however these do not have segregated active travel paths and hence modal hierarchy may only be achieved with additional infrastructure measures, or the means to dissuade vehicle drivers to use these routes; e.g. significant traffic calming in the form of chicanes and passing bays, with interspersed ped infrastructure; complimentary measures enhancing capacity on the A345 should be further proposed to attract traffic to the main route and away from rat-running through rural lanes.</p> <p>With specific regards to cycling, all delivered pedestrian infrastructure should be designed to accommodate cycle provision in accordance with LTN 1/20. It is also noted that National Cycle Network 45, between Chester and Salisbury is also in close proximity to the site and accessed via the unnamed road from High Post traffic signals in a westerly direction. Both the unnamed road and NCN 45 represent a potential 'quiet road' network for cyclists at present, however it is important that neither development generated traffic nor existing traffic routes along these roads as a result of capacity or access constraints along the A345.</p> <p>In order to partially* address walking and cycling accessibility issues, any development at High Post will need to consider, contribute to, or deliver the following:</p> <ol style="list-style-type: none"> 1. Deliver a scale of development to attract complimentary uses such as a school, community facilities, extended retail, and employment opportunities. 2. Walking and cycling connectivity to Longhedge/Beehive and Amesbury. 3. Enhancements to PROW network (further to point 2. above) to facilitate access to Porton and NCN 45. 4. Deliver capacity enhancements to A345 and restrictions to local roads to focus traffic impacts upon the principal network and engineer active travel hierarchy on rural roads. <p>Bus: High Post Crossroads is currently served by 3 bus services: Activ8 – Andover-Tidworth-Amesbury-Salisbury X4 – Salisbury-Amesbury-Larkhill-Pewsey X5 – Salisbury-Swindon</p>
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The Active8 service provides for 2 buses leaving the local bus stops in the early AM and arriving in Salisbury City Centre between 8am and 9am, and by 8:55; this following a 16-23minute journey – the equivalent car journey is 8minutes. The free flow service route journey time is 13 minutes, however the additional 10 minutes in the peak hour appears to be timetabled as a result of increased wait times at Beehive Park and Ride and at stops close to the final destination. This timetabling suggests that no additional bus infrastructure measures would be required to speed the bus through the city, although additional service frequency may alleviate the passenger congestion at specific stops; this may be achieved by the provision of additional services from Beehive Park and Ride to the City Centre and allowing the service capturing High Post to bypass this location – this would need to be subject of commercial viability testing and the need for developer contributions.

There are 2 buses in the opposite direction arriving in the same period in Andover (8am-9am), however the journey is considerably longer (1hr 20mins+). Such a journey is unlikely to directly compete with car travel given the 'Google' calculated journey time of 21minutes. The reason for such a disparity in journey times, is the routing choice of the bus service to accommodate trips to Tidworth and Ludgershall. However, having considered the nearest Middle Super Output Area in Census 2011 data, only 4% of commuting trips are directed into Andover, and none of these by bus and hence the focus of bus connectivity for this service route should be directed towards Salisbury.

The X4 service provides a further 2 buses to and from Amesbury to accommodate the typical 9am to 5pm working day and the same provision for Salisbury. The X4 also provides access to a number of rural communities to the west and north, however these provide limited attraction for regular commuting trips. High Post is not a designated service stop for the X4 and hence prospective passengers are not provided with an accurate call time for buses, making this service less attractive.

The X5 service provides 1 bus in either direction to accommodate employment in Salisbury for a typical working day. Access to Swindon is achievable, however regular commuting is considered unfeasible, given the circa 1hr 45minute journey.

There are no existing bus services between High Post and Porton Down. Service 66 runs from Salisbury to Porton Down, but only morning/afternoon (to suit working day). Porton Down military also run their own service from Salisbury, but only for those behind the wire, not the wider employment uses at Porton Down.

There are 2 local bus stops serving High Post, with the northbound service located at the entrance to the business park on the A345 and the southbound service accommodated opposite the petrol station. There are currently no dedicated crossing facilities accommodating access to the bus stops, which are in a relatively poor state of repair and do not represent adequate infrastructure to attract and maximise bus patronage.

Any materially large development proposals should aim to accommodate the rerouting of a bus service into the site from the A345 north bound and onto the unnamed road that runs westbound from the existing traffic signals; the reverse journey should be equally accommodated. Justification for re-routing an existing bus service could only be made for a development of a significant scale; such justification may come from development that could accommodate a primary school (see above).

Rail:

Salisbury Rail Station is approximately 7.5km away and thus beyond any reasonable maximum walking distance. Access by cycle is possible, however the A345 does not present an attractive cycling route and additional infrastructure would be required. A direct bus between High Post and Rail Station is also not provided and any significant scale development may be required to extend one of the existing services to connect to the station.

Service Vehicles:

The A345 presents an adequate high-capacity service vehicle route, with good connections to the Strategic Road Network in the north (A303) and to the south (A36)

Car:

A recent planning application (2021/11914) has been submitted for the delivery of additional employment at High Post, served from the unnamed road running west from the High Post traffic signals. Consideration of this site has resulted in concerns being raised for the sufficiency of the High Post signals, which are unlikely to have the capacity to serve this proposed allocation site and the employment proposals and cannot be simply upgraded due to the constraints of available land and the need for third party land purchase.

	<p>Further consideration of the Transport Evidence base for the Local Plan Review consultation in January 2021, has also shown that the unnamed road running west from the High Post traffic signals tends towards exceeding capacity with Local Plan growth through to 2036. This is of particular concern for active travel and access via this road to NCN 45, but also for local communities served from this road.</p> <p>Any significant scale development proposed at High Post may seek to re-route the westbound unnamed road through the site. This would achieve three functions:</p> <ol style="list-style-type: none"> 1) This would allow bus only priority through the development site, onto the unnamed road and then access the A345 via an improved signal crossroads; all movement traffic to and from the unnamed road could be removed from the western arm. 2) The removal of all vehicle movements from the western arm of the signals may allow capacity improvements to the junction, that are currently restricted due to land constraints and the need to accommodate all movements. 3) The re-routing of the lane through the development may allow for the implementation of design considerations, that make the route tortuous and less attractive to rat-running.
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 11</p> <ul style="list-style-type: none"> • Given the existing lack of sufficient local facilities, any development should be accompanied with an appropriate mix of amenities to establish local trip capture • The proposed settlement of 800 dwellings is unlikely to present a level of ‘gravity’ to ensure the sustainable delivery of any meaningful community, with commercially viable retail, diverse employment, and education opportunities • Pedestrian/Cycle: The proposed location is poorly served by local amenities. The site is beyond reasonable maximum walking distances to any community facilities, education establishments, food superstore or a more diverse range of employment opportunities. • Bus: any materially large development proposals should aim to accommodate the rerouting of a bus service into the site from the A345 north bound and onto the unnamed road that runs westbound from the existing traffic signals; the reverse journey should be equally accommodated. • Rail: Salisbury Rail Station is approximately 7.5km away and thus beyond any reasonable maximum walking distance. • Car: Any significant scale development may seek to re-route the westbound unnamed road through the site. This would achieve three functions: 1) allow bus only priority through the development site, onto the unnamed road and then access the A345 via an improved signal crossroads 2) all movement traffic to and from the unnamed road could be removed from the western arm 3) the removal of all vehicle movements from the western arm of the signals may allow capacity improvements to the junction, that are currently restricted due to land constraints and the need to accommodate all movements. The re-routing of the lane through the development may allow for the implementation of design considerations, that make the route tortuous and less attractive to rat-running. • Local constraints: development at High Post would be unsustainably located for adequate pedestrian travel and to overcome this, it would be required to have significant scale to attract and deliver community amenities • Site specific mitigation measures include: uplifts to infrastructure to accommodate all modes, including PRoW accommodation of cycle routes, enhanced bus service provision and new traffic signals. However, given that the scale of development is required to be enhanced, the mitigation required may cover a much wider area as impacts spread out. • Strategic mitigation measures include: development will require full strategic modelling assessment and its impacts at this stage on Amesbury and Salisbury cannot be adequately determined. However, it is considered likely that a significant scale development will be required to contribute to transport strategies in both Amesbury and Salisbury. • Overall, a moderate adverse effect is considered likely against this objective 	
<p>SA objective 12 - Encourage a vibrant and diversified economy and provide for long-term sustainable economic growth</p> <p>Decision-Aiding Questions. Will the development site...</p>	
<p>1. Support the vitality and viability of town centres (proximity to town centres, built up areas, station hub)?</p>	<p>Salisbury city centre is situated approximately 4km to the south-west of this site from the southern boundary. Amesbury Town centre is situated approximately 4.5km from the northern boundary of the site. This site is poorly connected to both centres, but there are some existing bus stops along Fourmile Hill that provide public transport connections to both. Development at this site would be significant. There may be an opportunity for a development of this size to bring forward town centre amenities onsite, potential through a local or district centre. Salisbury Train Station is situated 4.1-7km to the south of the site. a development of this size is likely to</p>

	provide good support to Salisbury city centre, which is large and has a very good catchment. However, it will likely need to be served by new services and facilities onsite to meet the day to day needs of the new population.
2. Provide a variety of employment land to meet all needs, including those for higher skilled employment uses that are (or can be made) easily accessible by sustainable transport including active travel?	<p>High Post Principal Employment Area is adjacent to the site. Employment land at Old Sarum and Longhedge is within 2.7km and Porton Down is 4.8km to the east of the site. The site would be able to meet a significant range of employment demands, including higher skilled employment. The site has some access to the strategic road network to support this. High Post is subject to very good demands and development at this site could form an extension to this, while supporting the growth of the life science and defence sectors that are performing well to the north of Salisbury.</p> <p>Promotion of active travel choices for commuters to and from the site should form a part of any development to overcome potential reliance on private cars.</p>
3. Contribute to the provision of infrastructure that will help to promote economic growth, including opportunities to maximise the generation and use of renewable energy and low-carbon sources of energy?	<p>This is a significant sized site that could potentially deliver employment alongside housing and associated infrastructure. This is likely to have extremely good benefits for the local economy and for economic growth through new employment land and infrastructure.</p> <p>There are likely to be opportunities to consider onsite energy generation and for the site to support low carbon sources. To help to increase the use and supply of renewable and low carbon energy and heat from this site, there will need to be a positive strategy for energy from these sources that maximises the potential for suitable development, considers identifying suitable areas for renewable and low carbon energy sources and identifies opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p>
4. Promote a balance between residential and employment development to help reduce travel to work distances?	The site is highly likely to support a mixed-use development incorporating employment and residential land. This could ensure that new jobs and homes are brought forward together and reduce the need to travel to work. Efforts should be made to enhance linkages with existing employment and through public transport or active travel where possible.
Assessment outcome (on balance): Major (significant) positive effect	
<p>Summary of SA Objective 12</p> <ul style="list-style-type: none"> • This is a significant site that is poorly connected to existing centres. • The site is situated away from existing employment and the main built area of Salisbury. • A mixed-use development is likely to be supported, but accessibility to existing employment would need to be improved. • Site is likely to be able to support a wide range of employment needs including higher skilled employment. • Site is likely to have extremely good benefits of supporting existing employment land, particularly in providing an extension to High Post. • Overall, a major significant positive effect is likely. 	