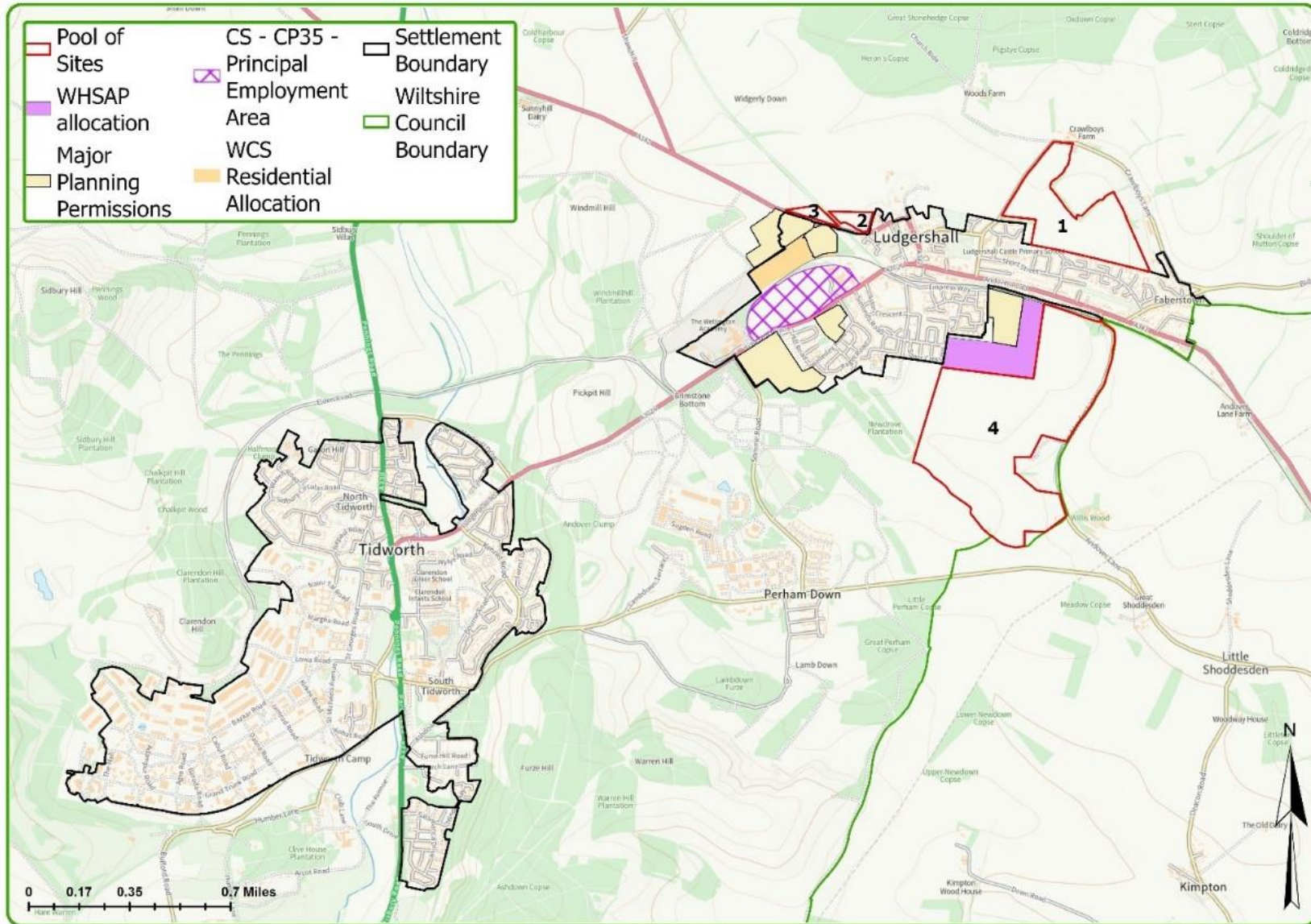


SA Annex 2.12 - Salisbury HMA: Tidworth and Ludgershall Sites Assessment



<p>Site Number and SHELAA ref(s): Site 1 (SHELAA site 3498) Site name: Land East of Crawlboys Road, Ludgershall Site size: 23.79 ha Site capacity: approximate range 594 - 833 dwellings Site description: The site is positioned to the north of Ludgershall and sits fairly flat, with a gentle slope towards the North Wessex Downs Area of Outstanding Natural Beauty, which it adjoins at the northernmost boundary. Thick vegetation forms the north-eastern boundary creating a screen between the larger, southern area of the site and the AONB. Crawlboys Lane adjoins the western boundary, looping around to the north and east. Various farm buildings are positioned outside of the site boundary, but within the same parcel encompassed by Crawlboys Lane.</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 comprises a large, irregular arable field that is bound around the north edge by a distinctive, woodland belt (Crawlboys Row). The woodland belt connects to the large blocks of ancient woodland across the Downs landscape to the north. A hedgerow defines the west boundary along Crawlboys Road. The southern boundary comprises a small tree belt in the southwest, behind residential properties on Old Common Way.</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. Biodiversity net gain (BNG) may be facilitated by enhancing existing woodland and hedgerow priority habitat / HPI and by enhancing the buffers to be incorporated alongside the priority habitat / HPI, as well as by sowing and planting species of flora in the Suitable Alternative Natural Green space (SANG) that would be of biodiversity value, both in terms of inherent value and value to wildlife.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>Salisbury Plain Special Protection Area (SPA)/ Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 3.69km west of the proposed allocation site and it's probable that the development proposed would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites.</p> <p>Several woodlands lie to the north of the site within close proximity to the site, many of which are adjoining and/or adjacent to one another and designated county wildlife sites (CWSs) and comprise either ancient and semi-natural woodland or ancient replanted woodland, and lowland mixed broadleaved woodland priority habitat / HPI. Many of these woodlands are connected via footpaths and/or bridleways. Given that the woodlands to the north of the site are within walking distance of the site, it is likely that the scale of development proposed at the potential allocation site would lead to additional visitor / recreational pressure on the woodlands. The provision of a substantial area of green space /SANG is recommended with the objective of helping to offset / reduce additional pressures on the designated sites in the vicinity of the potential allocation site.</p> <p>In terms of priority habitat, the northern and north-eastern boundary of the site is delineated by a mature broadleaved woodland tree belt or shelterbelt and this comprises broadleaved woodland priority habitat / HPI. A wide tree belt, which also comprises broadleaved woodland priority habitat / HPI, is present to the immediate southwest of the site. Hedgerow borders the western edge of the site where it aligns Crawlboys Lane. A pond lies within the grounds of Crawlboys Farm approximately 56m northeast of the northern most section of the site. The northern most boundary of the site to the immediate west/northwest of Thatch Cottages is lined with broadleaved trees.</p> <p>Priority habitat should be retained with wide buffer/ecological protection zones.</p> <p>The large network of woodland to the north of the site supports a dormouse population. There is potential for this dormouse population to use on site habitat. Much of the habitat on site likely affords nesting habitat for birds during the breeding season. The site may also afford potential foraging opportunities for wintering birds. It is possible that stone-curlew may venture on to the site to forage or possibly even to prospect for suitable nest sites. There are numerous great crested newts records around the periphery of Ludgershall. Bats likely forage and commute along the mature woodland shelter belt along the northern and eastern site boundaries, particularly given proximity to the woodlands to the north which comprise optimal roosting and foraging habitat for a range of bat species.</p> <p>The net developable area will likely be reduced on account of the above requirements, which in turn will likely reduce the housing capacity of the site from that which has been proposed.</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"> • Retention of priority habitat with wide buffer/ecological protection zones. • Provision of alternative greenspace -a 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>
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 1	
<ul style="list-style-type: none"> • The site comprises a large, irregular arable field that is bound around the north edge by a distinctive, woodland belt (Crawlboys Row). The woodland belt connects to the large blocks of ancient woodland across the Downs landscape to the north. A hedgerow defines the west boundary along Crawlboys Road. The southern boundary comprises a small tree belt in the southwest, behind residential properties on Old Common Way. • 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. • Salisbury Plain SPA / SAC / SSSI is situated approximately 3.69km west of the proposed allocation site and it's probable that the development proposed would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites. • Several woodlands lie to the north of the site within close proximity to the site, many of which are adjoining and/or adjacent to one another and designated county wildlife sites. Many of these woodlands are connected via footpaths and/or bridleways. It is likely that the scale of development proposed at the potential allocation site would lead to additional visitor / recreational pressure on the woodlands. The provision of a substantial area of green space / a SANG is recommended with the objective of helping to offset / reduce additional pressures on the designated sites in the vicinity of the potential allocation site. • In terms of priority habitat, the northern and north-eastern boundary of the site is delineated by a mature broadleaved woodland tree belt or shelterbelt and this comprises broadleaved woodland priority habitat / HPI. A wide tree belt, which also comprises broadleaved woodland priority habitat / HPI, is present to the immediate southwest of the site. Hedgerow borders the western edge of the site where it aligns Crawlboys Lane. Priority habitat should be retained with wide buffer/ecological protection zones. • The large network of woodland to the north of the site supports a dormouse population. There is potential for this dormouse population to use on site habitat. There are numerous GCN records around the periphery of Ludgershall. Bats likely forage and commute along the mature woodland shelter belt along the northern and eastern site boundaries. • The net developable area will likely be reduced on account of the mitigation requirements, which in turn will likely reduce the housing capacity of the site from that which has been proposed. • Scope for integrated GBI include opportunities presented by the retention of priority habitat with wide buffer/ecological protection zones along with the provision of 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 deliver appropriate densities in line with local planning policy and available evidence. This is a large site to the north of the town. There is existing residential development adjacent to the south which may indicate the kind of densities that could be achieved here. However, the AONB boundary is adjacent to the site to the north which may affect the capacity of the site.

maximises the efficient use of land?	Ludgershall contains a range of infrastructure, services and facilities. The nearest bus stops are approx. 300m away from the site on the A342. 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 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?	This site consists of greenfield, agricultural land which appears not to have been developed before. However, there are disused pits indicated within the site on historical mapping and these will require further investigation. 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. Development of this site would likely lead to a significant, permanent loss of Grade 3 quality agricultural land. Any development of this site should seek to protect the higher quality agricultural land within the site, 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 deliver appropriate densities in line with local planning policy and available evidence • This site consists of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL 	

- Land contamination is considered unlikely to be a significant issue. However, there are disused pits indicated within the site on historical mapping and these will require further investigation. 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 quality 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 majority of the site (approx. 80%) is within 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 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. The site is not within a Drinking Water Protected Area, but some of the site (approx. 25%) is 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. 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?	The site falls within the catchment area for water supplies served by Wessex Water. With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. The ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker. 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. The site falls within the catchment area for foul water utilities served by Southern Water. With regard to foul water network capacity, Southern Water have indicated that there is not adequate capacity within the existing network to accommodate this development, and infrastructure improvements would need to be provided, facilitated by the application of planning conditions. 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.

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

- Summary of SA Objective 3**
- Approximately 80% of the site is within Source Protection Zone 3 and approximately 25% is within a Drinking Water Safeguard Zone. Consultation with the Environment Agency will be required to determine likely impacts and mitigation.
 - 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 water supply, it is likely that significant off-site infrastructure reinforcement would be required. The ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker.
 - With regard to foul water network capacity, Southern Water have indicated that there is not adequate capacity within the existing network to accommodate this development, and infrastructure improvements would need to be provided, facilitated by the application of planning conditions.
 - 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.
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?	Ludgershall does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective, although significant new development would feed into existing networks causing additional air quality pressure. If allocations at Ludgershall are made through the LPR then specific measures may need to be put in place to mitigate the additive impact of any development. CIL/S106 contributions may be required to enable actions for the revocation of Air Quality orders, where present. Air Quality assessment would be required showing cumulative effects of development on relevant receptors.
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
Assessment outcome (on balance): Minor 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. • Ludgershall does not have an AQMA, although significant new development would feed into existing networks which may require mitigation. • Based on the above evidence, a minor 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 larger site in Ludgershall, it is considered that more emissions would be produced during the construction and occupation of the site. Mitigation measures can still 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 renewable energy generation 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	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 significant watercourses close to the site.

<p>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 medium groundwater flood risk across the whole site. This means groundwater levels are between 0.25 – 0.5m below ground level. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. Cumulative impacts have been scored medium. There is a low risk of surface water flooding on 4% of the site and a medium risk of surface water flooding on 1% of the site. More stringent policy with regards the control of surface water discharges from new development is required. The site will require a Flood Risk Assessment to ensure there is no flood risk to site and that development of this site won't exacerbate Flood Risk 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. This site is located less than 1km from the town centre, which could enable 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 larger site in Ludgershall there may be provision for large areas of open space, 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. The use of some SuDS may be inhibited by high groundwater levels.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 5</p> <ul style="list-style-type: none"> • 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. • There is a medium groundwater flood risk across the site which could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. • 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 this development to include renewable energy generation. It is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change. • The size of this site may lend itself to renewable energy opportunity, however it also has the potential to produce significantly more greenhouse gas emissions than a smaller 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 larger site which could produce more emissions than a smaller 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 the high groundwater levels and loss of greenfield land which thus natural drainage, a moderate 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 larger site, there may be more 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>As this is a larger site, there would be more demand on the current infrastructure. According to SSEN's generation availability map, the substation closest to Ludgershall is in Tidworth which is constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Tidworth is also constrained. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - 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 are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. And 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 EV 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	

<p>Summary of SA Objective 6</p> <ul style="list-style-type: none"> • There are no known details of future development schemes but there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies. • 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. • It is considered that the current energy infrastructure could potentially cope with the increased demand of this site, reducing the cost associated with reinforcing the grid. However further evidence is required to confirm this. As this is a large site the energy demand would be significantly higher than a smaller site. • 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 increase in demand this development would create and the costs associated with a connection, a neutral effect is considered likely against this objective. 	
<p>SA objective 7 - Protect, maintain and enhance the historic environment</p> <p>Decision-Aiding Questions. Will the development site...</p>	
<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 will impact on setting of Grade II Listed Crawlboys Farm and farm buildings from northern section of the site and also associated non-designated farm cottages. Farmsteads have a fundamental relationship with their surrounding hinterland which contributes to their understanding and special interest. There will also be an impact on setting of scheduled medieval ringworks and castle. The castle was later used as a royal hunting lodge and its visual relationship with the hunting forest to north and east is important and contributes to understanding of the function and development of the site. This is a large site and restricting the allocated area to the south-eastern half of the site may give scope for development which could be appropriately mitigated. Although not involving direct and clear 'substantial harm' the public benefit of significant development across the northern part of the site appears highly unlikely to be such that it can outweigh the harm to the designated assets.</p> <p>The site has undated field system at the centre of the site and extending through the northern buffer area of low value. Within 100 m of the site there is the extant Crawlboys Farm with Medieval origins. Further investigation is likely needed during a planning application process to identify the presence and significance of as yet unknown archaeological remains across the site where former extensive ground disturbance has not taken place. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Mitigation strategy could include preservation by record, if relevant, elsewhere on the site. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is low.</p> <p>On site there are 21st century reorganised fields with former character as common land possibly used for grazing which are not highly sensitive. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. No mitigation strategy identified at this stage. The potential for significant adverse historic landscape effects is very low.</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): Minor 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 low.
- The potential for significant adverse historic landscape effects is very low.
- The site is not located near to a conservation area.
- Overall, a minor adverse effect is considered likely against this objective.

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>The North Wessex Downs AONB is adjacent to the northern part of the site. Rigstye Copse Ancient Woodland sits approximately 450m north while Biddesden House Registered Park and Garden (Grade II) lies approximately 1.5km east. There is Potential for development to form conspicuous, large-scale suburban expansion in the rural transition between Ludgershall and the distinctive North Wessex Downs landscape, which forms a distinctive wooded, hillside backdrop to the north of the site.</p>
<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 lies to the north of Ludgershall, north of existing residential properties on Linden Close and south of Blackmore Lane/Crawlboys Lane.</p> <p>The site is gently rolling landform that rises from the existing settlement towards the centre of the site, before sloping gently down to the north along Crawlboys Lane. Beyond this the landform rises more prominently to extensive woodland across the North Wessex Downs. The site has a predominantly rural character, although the settlement edge to the south of the site is predominantly exposed, forming a conspicuous suburban edge to the site.</p> <p>The site comprises a large, irregular arable field that is bound around the north edge by a distinctive, woodland belt (Crawlboys Row). The woodland belt connects to the large blocks of ancient woodland across the Downs landscape to the north. The site marks a distinctive transition from the wooded Downs landscape to the relatively sparsely vegetated landscape around the north, east and south of Ludgershall. A low hedgerow defines the west boundary along Crawlboys Road. The southern boundary comprises a small tree belt in the southwest, behind residential properties on Old Common Way.</p> <p>The site is within an undesignated landscape. However, it adjoins the North Wessex Downs AONB, which forms a distinctive wooded, hillside backdrop to the north of the site. The tree belt around the north of the site is a locally distinctive feature that contributes to the sense of separation between Ludgershall and the notable, wooded and distinctly rural Downs landscape to the north. The site forms part of a landscape that is in generally moderate to good condition with moderate to high scenic quality, increasing to the north across the Downs landscape.</p> <p>Overall, the site is of generally medium to high landscape sensitivity to development, with higher sensitivity on downward slopes away from the existing settlement, in the north of the site. The site has generally medium to limited capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for development to form conspicuous, large-scale suburban expansion in the rural transition between Ludgershall and the distinctive North Wessex Downs landscape.

	<ul style="list-style-type: none"> Potential loss of hedgerows and woodland tree belts that would alter the existing, assimilated settlement edge and remove distinctive woodland links through the landscape to the north of Ludgershall. <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> Avoid development that would form prominent suburban sprawl in the distinctly rural landscape. Limit development on the downward slopes in the north of the site. Retain and augment hedgerows and woodland tree boundaries as of a mature landscape framework that is well linked into the surrounding woodland landscape.
3. Protect and enhance rights of way, public open space and common land?	There are no public rights of way through the site. A public footpath passes along the settlement edge on the southern site boundary and there are a variety of public footpaths, bridleways and byways connecting north across the Downs from the north of the site. There is no public open space or common land within this site.
Assessment outcome (on balance): Moderate (significant) adverse effect	
Summary of SA Objective 8	
<ul style="list-style-type: none"> There is potential for development to form conspicuous, large-scale suburban expansion in the rural transition between Ludgershall and the North Wessex Downs landscape, which forms a distinctive wooded, hillside backdrop to the north of the site. Lying to the north of Ludgershall, the site comprises a large, irregular arable field that is bound around the north edge by a distinctive, woodland belt (Crawlboys Row). There are no public rights of way, public open space or common land within the site. The site forms part of a landscape that is in generally moderate to good condition with moderate to high scenic quality, increasing to the north across the Downs landscape. The site is of generally medium to high landscape sensitivity to development, with higher sensitivity on downward slopes away from the existing settlement, in the north of the site. The site has generally medium to limited capacity to accommodate development. 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?	The record of housing delivery to date at Tidworth and Ludgershall has broadly been in line with planned levels over the WCS plan period, with a significant supply to carry into the emerging plan period. 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 Tidworth and Ludgershall.
2. Support the provision of a range of house types and sizes to meet the needs of all sectors of the community?	The site is subject to variable topography which may limit the developable area and number of homes to be delivered. 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. 	

<ul style="list-style-type: none"> • 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?	<p>The Indices of Multiple Deprivation (IMD) 2019 indicate that the areas surrounding Tidworth and Ludgershall are subject to more modest levels of social deprivation, however the two towns are within areas of more deprivation. The site is within two areas, which are subject to higher levels of deprivation and development in this location would have benefits of maximising new homes and jobs in a more deprived area. The site is large and development could have knock on benefits for other areas subject to higher deprivation at Tidworth and Ludgershall.</p> <p>The site has the potential to deliver up to 833 homes of all types and tenures. This site could deliver a very good level of affordable housing. Short-term benefits associated with construction jobs are likely to be apparent.</p>
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	<p>Ludgershall town centre is situated within 1km of the site and Tidworth town centre is within 4.2km to the south-west. The site benefits from reasonably good access to existing and emerging sustainable transport options. The size and shape of the site suggests that land to the north could support amenity greenspace. It also benefits from good access to Jubilee Gardens and The Rec, as well as being situated near to the North Wessex Downs AONB.</p> <p>A housing development at this site could generate the need for 77-108 early years school places, 184-258 primary school places and 131-183 secondary places. Early years needs would require a new 80-100 place full day care nursery. While there is existing surplus in primary schools, this is likely to be absorbed by committed development, as such, a new 1FE school on a 2ha site would be required to serve the development. In meeting early years and primary needs land and monies would be required. Wellington Academy would require further expansion to meet secondary needs arising from this site. This would require a feasibility study and financial contributions.</p> <p>The site is within 1km of Castle Practice. There are no particular provision issues identified across both Tidworth and Ludgershall. The closed GP surgery could provide a solution to providing some hosted services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?	<p>The size of the site suggests that opportunities to deliver community facilities as part of a mixed-use development are likely to be apparent. This includes the provision of onsite public open space. The site would also be able to support existing and emerging facilities at the town through a good number of new users.</p> <p>There may be opportunities to enhance PRoW LUDG3</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>The site would predominately serve Ludgershall and Tidworth, but the size of the site relative to these locations suggests that there will be benefits to rural communities through new affordable homes / transport improvements. Nonetheless, these benefits are unlikely to be significant as the site is not well related to existing rural communities.</p>
Assessment outcome (on balance): Moderate (significant) positive effect	
Summary of SA Objective 10 <ul style="list-style-type: none"> • Development at this site could have benefits of directing development towards a more deprived area. • Site is likely to provide a very good number of affordable homes as part of a housing development. 	

<ul style="list-style-type: none"> • The site has good accessibility to the town centre. • The site is likely to support new formal greenspace but is located within an accessible distance of existing greenspaces. • Early years and primary schooling provision require land and financial contributions to create new facilities to meet needs. Secondary schooling provision could be met through expansion of Wellington Academy; however, a feasibility study and financial contributions would be required of existing provision and through the creating of additional provision at existing facilities. • Accessibility to existing health care provision is very good and the services are performing reasonably well. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients. • The site could support the onsite provision of community facilities and could make a small contribution towards reducing rural isolation. • Overall, a moderate 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>The site is considered large enough to accommodate a mixed-use development if necessary.</p> <p>All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 600m and hence the site is well located within the town.</p>
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>Local Constraints Local infrastructure may not accommodate a secondary access and whilst this may be negotiated by landowners, the pinch point on Crawlboys Lane and limited potential access to small residential cul-de-sacs to the east would restrict housing numbers by highway capacity. It is therefore advised that the constraint presented by Crawlboys Lane sets the limit of the development at circa. 25 dwellings.</p> <p>Site Specific Mitigation The northern extents of Crawlboys Lane, as it serves the development travelling to and from the south, should be converted to a short section of shared surface access, with removal of hedgerow and other related vegetation – this will present a further constraint. If the development achieves a much larger scale, the contributions towards bus service enhancement and bus shelter uplifts will need to be sought.</p> <p>Necessary Strategic Mitigation Proportional contributions towards a Ludgershall Transport Strategy as defined to serve the Local Plan Review growth agenda.</p>
3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?	<p>Pedestrian/Cycle: All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 600m and hence the site is well located within the town. However, Central Street which leads to Andover Road has relatively narrow footways, which may be inhospitable if the full quota of housing and hence traffic comes forward, and Dewey's Lane which leads to the High Street is served by a single footway which may not have appropriate capacity; both routes may however provide a quiet road network for cycles to use the carriageway.</p> <p>Bus: Irrespective of the scale of development, the relatively isolated nature of Ludgershall, the small local population and the significant detour from main routes, being Andover Road, ensure that the site will never be directly served by bus transit. The nearest existing bus stops to the site are those by Co Op on the Andover Road 500m away. These stops provide access to the 852 service to Winchester, which is only represented by a single bus per college day only and the Active 8 which serves Salisbury to Andover, with a single bus in both directions per hour. If the development is proposed to remain at the scale stated (see below), then contributions should be sought to increase this frequency to 30 minutes to mitigate the walking distance; the bus stops should be upgraded, although this may require land negotiations with both Tesco Express and Co Op to maintain their current location.</p> <p>Rail: There are local rail facilities, however these are operated for the sole benefit of the MOD. Wider operational accessibility of the rail facilities would further increase the sustainability of the wider town, but unlikely to be opened up by a development of the scale of development either proposed or as limited by its local constraints.</p> <p>Service Vehicles: At the proposed scale, a secondary access is required although such a provision appears ransomed; this is further considered below. If such a provision is not achievable then the scale of development should be limited to below the quantum of housing that requires a secondary emergency vehicle access e.g. typically 50 dwellings (see below for further reduction).</p>

	<p>Car: The site is served from Crawlboys Lane which is currently a single-track road, with much of its length below 3m in width. Having considered the adoptable highway record, the available width is 6m, however this would require significant hedge removal and mitigation in private land to maximise use of this width. Whilst this constraint may be overcome through widening provision on the eastern side, i.e. within the development curtilage, this would not address the pinch-point as the lane accesses the existing urban fringe of the town; this would require third party property purchase to overcome.</p> <p>Because the site is of a scale that would require two points of access, alternative access routes have been assessed. Having considered the highway record, whilst access via Beards Court and Wood Park may be considered feasible, Beards Court is unadopted and the end of Wood Park is subject to a small unadopted green strip which may have previously formed an allocated parking space. In short, both access points present a possible ransom strip to the delivery of development. Without a secondary access away from Crawlboys Lane, the development will generate significant additional vehicle trips along Central Street to the A342 and a priority junction that will require an upgrade. Rat running is also envisaged along Deweys Lane towards the High Street, with Deweys Road being relatively narrow, of low-capacity and served by only a single sided footway. The junction between Deweys Lane and the High Street is relatively well formed but is also subject to a visibility obstruction presented by a heritage memorial. The junction between The High Street and Andover Road is also affected by a local memorial and whilst this has limited impact upon typical visibility requirements of a junction, the impact of up to 500 distributed trips will further exacerbate the congestion issues currently experienced at this junction. Given the lack of opportunity for a secondary access, capacity and visibility constraints on the network, the scale of development is considered far too large for the locality and a much smaller development should be considered which would not exacerbate these constraints. With this in mind and with consideration that any enhancement of Crawlboys Lane could only achieve a narrow, shared surface section at the 'pinch-point', serving both pedestrians and vehicles, a limit on new housing delivery should be fixed at no more than 25 dwellings – this is the typical and historical limit for shared surface streets with a single point of access.</p>
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Assessment outcome (on balance): Moderate (significant) adverse effect

Summary of SA Objective 11

- The site is considered large enough to accommodate a mixed-use development if necessary.
- All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 600m and hence the site is well located within the town.

Local Constraints

Local infrastructure may not accommodate a secondary access and whilst this may be negotiated by landowners, the pinch point on Crawlboys Lane and limited potential access to small residential cul-de-sacs to the east would restrict housing numbers by highway capacity. It is therefore advised that the constraint presented by Crawlboys Lane sets the limit of the development at circa. 25 dwellings.

Site Specific Mitigation

The northern extents of Crawlboys Lane, as it serves the development travelling to and from the south, should be converted to a short section of shared surface access, with removal of hedgerow and other related vegetation – this will present a further constraint.

If the development achieves a much larger scale, the contributions towards bus service enhancement and bus shelter uplifts will need to be sought.

Necessary Strategic Mitigation

Proportional contributions towards a Ludgershall Transport Strategy as defined to serve the Local Plan Review growth agenda.

- Overall, given the size of the proposal and potential impacts on the local road network, 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>Ludgershall town centre is situated within 1km of the site and Tidworth town centre is within 4.2km to the south-west. The site benefits from reasonably good access to existing and emerging sustainable transport options. Tidworth and Ludgershall do not currently benefit from a train station. They do however, benefit from good public transport linkages to Salisbury and Andover 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 centres through new users. There is a risk of leakage of users to nearby facilities Andover to the east.</p>
<p>2. Provide a variety of employment land to</p>	<p>The site is located approximately 1-1.6km from Castledown Business Park and 1.1-1.7km from Ludgershall Business Park. The site is large and could likely support employment land alongside housing. This could support a diversification away from a reliance on MOD employment. However, there is currently 10ha of employment</p>

<p>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>land available at Castledown. While the built-out phase of the site boasts strong occupancy, the remaining part of the site is to be marketed with a view to delivering a mixed-use commercial development. There is a risk that employment land at this site could lead to competition with the delivery of Castledown constraining the delivery of either site. There could be an opportunity to bring forward floorspace to meet the needs of SMEs however, with there currently being a shortage in quality floorspace for these.</p> <p>The site lacks good access to the strategic road network and this potentially would need to be improved as a part of a development by increasing connectivity to Andover Road. Improved connectivity via sustainable modes, particularly cycling, would need to form part of a development at this site. This would support access to strategic transport connections and inward and outward commuting via sustainable transport modes.</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 north of Tidworth and Ludgershall and has a good relationship with residential land to the south. The north, west and east of the site are open with the North Wessex Downs AONB being situated to the north. A residential development in this location could integrate well into the town and provide support for existing employment land. However, while local employment has been rising slightly since 2009, unemployment in the town remains low, suggesting out commuting is an issue. Therefore, while new residents could support the delivery of local employment land, it could also lead to adverse impacts of increased out-commuting.</p> <p>There may be opportunities to consider employment development alongside housing at this site. this is likely to have the most benefits of reducing travel to work distances. However, efforts would need to be made to ensure that any new employment land would not lead to competition with vacant land at Castledown Business Park.</p>

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

Summary of SA Objective 12

- Good accessibility to the town centre. The site is large and could provide very good support to the vibrancy and vitality 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 Tidworth Town Centre.
- The site is situated to the north of a residential area, but away from employment land in the east and south-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 good relationship with existing employment land.
- New residents at this site could support employment land at Tidworth and Ludgershall through an enhanced workforce.
- Where possible, access to work via sustainable transport modes should be encouraged, with connectivity enhanced through development.
- Although there is good access to the A342 and Andover, Tidworth and Ludgershall 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 2 (SHELAA site 3468) Site name: Land North of A342, Ludgershall Site size: 1.68 ha Site capacity: approximate range 42 - 59 dwellings Site description: The site is a small parcel. It sits within a flat landscape and open countryside is apparent to the north. Dense shrubbery is apparent along the western and some of the southern boundary, with a small track adjoining Butt Street (A342) to the south-east of the site. A historic, disused railway line is apparent to the west of the site and is enveloped by the shrubbery.</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 forms a small corner in the south of a large, arable field. The southern and southwestern boundaries of the site lie directly adjacent to a dismantled railway which is lined on both sides by established trees/scrub which is mapped as broadleaved woodland priority habitat / HPI. The habitat along the dismantled railway comprises an important area of green infrastructure in the locality and connects habitats bordering the site with habitat 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.</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. Biodiversity net gain (BNG) may be facilitated if the scheme layout incorporated a significant buffer to the south and southwestern boundaries against the dismantled railway.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>Salisbury Plain Special Protection Area (SPA) / Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 2.72km west of the proposed site and it's possible that the development proposed would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites.</p> <p>Several woodlands lie to the north of the site within close proximity. Many of the woodlands are adjoining and/or adjacent to one another, and many are designated as county wildlife sites (CWS) and comprise either ancient and semi-natural woodland or ancient replanted woodland, and lowland mixed broadleaved woodland priority habitat / HPI. A network of PRoW (footpaths, bridleways and byways along woodland edges) intersects the woodlands allowing public access throughout the woodlands. It is likely development at this site would lead to additional visitor / recreational pressure on these assets. This should be mitigated for.</p> <p>In terms of priority habitat, the southern and southwestern boundaries of the site lie directly adjacent to a dismantled railway which is lined on both sides by established trees/scrub which is mapped as broadleaved woodland priority habitat / HPI. The habitat along the dismantled railway comprises an important area of green infrastructure in the locality, and connects habitats bordering the site with habitat off-site, and likely serve as a wildlife corridor facilitating movement of species through the wider landscape. Development should retain and protect the trees / scrub classed as broadleaved woodland priority habitat / HPI along the dismantled railway line bordering the southern and southwestern site boundaries and implement a 'no development' buffer / setback of at least 30m from the habitat.</p> <p>The large network of woodland to the north of the site supports a dormouse population and there is potential for this species to utilise on site habitat due to habitat connectivity. The trees and scrub and other on-site habitat afford nesting habitat for birds during the breeding season whilst also offering foraging opportunities for wintering birds. It is possible that stone-curlew may venture on to the site to forage or possibly even to prospect for suitable nest sites or nest on site. There are numerous great crested newts' records around the periphery of Ludgershall. The belt of trees and scrub aligning the dismantled railway line likely comprises a key commuting and foraging route for a range of bat species. The dismantled railway line likely affords suitable sett building opportunities for badger.</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"> • The retention and protection of the trees / scrub along the dismantled railway line bordering the southern and southwestern site boundaries and a 'no development' buffer / setback of at least 30m from the habitat. <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): Minor adverse effect

Summary of SA Objective 1

- The site forms a small corner in the south of a large, arable field. The southern and southwestern boundaries of the site lie directly adjacent to a dismantled railway which is lined on both sides by established trees/scrub which is mapped as broadleaved woodland priority habitat / HPI.
- 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. BNG may be facilitated if the scheme layout incorporated a significant buffer to the south and southwestern boundaries against the dismantled railway.
- The net developable area may be reduced on account of the need to incorporate a suitably wide unlit buffer to the priority habitat along the south and southwestern boundary, which in turn may reduce the housing capacity of the site from that which has been proposed.
- Salisbury Plain Special Protection Area (SPA) / Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 2.72km west of the proposed allocation site and it's possible that the development proposed would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites.
- Several woodlands lie to the north of the site within close proximity, many of which woodlands are adjoining and/or adjacent to one another and are designated as county wildlife Site (CWSs)/comprise either ancient and semi-natural woodland or ancient replanted woodland, and lowland mixed broadleaved woodland priority habitat / HPI. It is likely development at this site would lead to additional visitor / recreational pressure on these assets. This should be mitigated for.
- In terms of priority habitat, the southern and southwestern boundaries of the site lie directly adjacent to a dismantled railway which is lined on both sides by established trees/scrub which is mapped as broadleaved woodland priority habitat / HPI.
- The large network of woodland to the north of the site supports a dormouse population and there is potential for this species to utilise on site habitat due to habitat connectivity. The belt of trees and scrub aligning the dismantled railway line likely comprises a key commuting and foraging route for a range of bat species.
- Scope for integrated GBI include opportunities presented by the retention protection of the trees / scrub along the dismantled railway line and a 'no development' buffer / setback of at least 30m from the habitat. 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?	<p>It is considered that development of this site could deliver appropriate densities in line with local planning policy and available evidence. This is a very small site with few apparent constraints. There is existing residential development adjacent to the south-east which may indicate the kind of densities that could be achieved here. Ludgershall contains a range of infrastructure, services and facilities. The nearest bus stops are approx. 500m away at the war memorial. New development should seek to maintain the area's prevailing character and setting and secure well-designed, attractive and healthy places.</p>
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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?	This site is small and consists of greenfield, agricultural land which appears not to have been developed before. Significant land contamination is considered unlikely. However, 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. Development of this site would lead to the permanent loss of Grade 3 quality agricultural land but given the size of this site this would not be significant. Any development of this site should seek to protect the higher quality agricultural land within the site, 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. However, given the small size of the site, such infrastructure would not be extensive. 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): Minor adverse effect	
<p>Summary of SA Objective 2</p> <ul style="list-style-type: none"> • It is considered that development of this site could deliver appropriate densities. This is a very small site with few apparent constraints • This site consists of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL • 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 lead to the permanent loss of Grade 3 quality agricultural land but given the size of this site this would not be significant • 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 minor 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?	This site is not covered by any Source Protection Zones. The site is not within a Drinking Water Protected Area but is 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. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces. 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.
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	The site falls within the catchment area for water supplies served by Wessex Water. With regard to water supply, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks. However, the ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker. 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. The site falls within the catchment area for foul water utilities served by Southern Water. With regard to network capacity, Southern Water have indicated that there is not adequate capacity within the existing network to accommodate this development, and infrastructure improvements would need to be provided, facilitated by the application of planning conditions. 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.
Assessment outcome (on balance): Minor adverse effect	
Summary of SA Objective 3	
<ul style="list-style-type: none"> • This site is within a Drinking Water Safeguard Zone. Consultation with the Environment Agency will be required to determine likely impacts and mitigation. • 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 water supply, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks. However, the ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker. • With regard to foul water network capacity, Southern Water have indicated that there is not adequate capacity within the existing network to accommodate this development, and infrastructure improvements would need to be provided, facilitated by the application of planning conditions. • 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 minor 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.
2. Reduce impacts on and work towards improving and locating sensitive development away from areas likely	Ludgershall does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective, although significant new development would feed into existing networks causing additional air quality pressure. If allocations at Ludgershall are made through the LPR then specific measures may need to be put in place to mitigate the additive impact of any development. CIL/S106 contributions may be required to enable actions for the revocation of Air Quality orders, where present. Air Quality assessment would be required showing cumulative effects of development on relevant receptors.

to experience poorer air quality due to high levels of traffic and poor air dispersal?	
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
Assessment outcome (on balance): Minor 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. • Ludgershall does not have an AQMA, although significant new development would feed into existing networks which may require mitigation. • On the basis of the above evidence, a minor 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 in Ludgershall, it is considered that far fewer emissions would be produced during the construction and occupation of the site. Mitigation measures can still 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 renewable energy generation; however, this would mainly be within buildings rather than 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. There are no significant watercourses close to the site.
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	There is a medium groundwater flood risk across 51% of the site. This means groundwater levels are between 0.25 – 0.5m below ground level. There is a low groundwater flood risk across 49% of the site. This means groundwater levels are between 0.5m-5m below ground level. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. Cumulative impacts have been scored medium. There is no known existing surface water flooding risk on the site. More stringent policy with regards the control of surface water discharges from new development is required. The site will require a Flood Risk Assessment to ensure there is no flood risk to site and that development of this site won't exacerbate Flood Risk elsewhere.

<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. This site is located less than 1km from the town centre, which could enable 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>As this is a small site in Ludgershall, there may not be much provision for large areas of open space, 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. The use of some SuDS may be inhibited by high groundwater levels.</p>
<p>Assessment outcome (on balance): Moderate (significant) adverse effect</p>	
<p>Summary of SA Objective 5</p> <ul style="list-style-type: none"> • 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. • There is a medium and high groundwater flood risk across the whole site. Groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. • 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 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 significantly 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. • 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 the risk of flooding due to high groundwater levels, and the loss of greenfield land and thus natural drainage, a moderate adverse effect is likely. 	
<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>	
<p>1. Support the development of renewable and low carbon sources of energy?</p>	<p>As this is a small site, there may be less open 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.
<p>2. Be capable of connecting to the local Grid without the need for further investment?</p>	<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 in order to manage new system capacity. Solutions</p>

	<p>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>As this is a small site, there would be less demand on the current infrastructure. According to SSEN's generation availability map, the substation closest to Ludgershall is in Tidworth, which is constrained, therefore it could potentially struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Tidworth is constrained. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - 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?	It is considered that a site of this size would enable less 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. With less renewable energy generation on site there are fewer 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, being a smaller site, there will be a lower energy demand.
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 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.

Assessment outcome (on balance): Minor positive 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 renewable sources from developers for example, solar panels.
- 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 smaller site, energy demand will be less than a larger site.
- It is considered that the current energy infrastructure could potentially cope with the increased demand of this site however further evidence is required to confirm this.
- Overall, given that this is a smaller site, energy demand will be less than that of a larger site. There may be opportunities for small scale renewable energy generation, and there is potential for this site to provide EV charging points, which would encourage more sustainable car use, therefore a minor positive 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 would have an impact on the setting of scheduled medieval ringworks, Ludgershall castle and on the setting of the designated conservation area. The castle and ringworks have an important defensive position on the edge of the town. Additional development north of the A342 within their setting will impact on understanding of their function and development within landscape and compromise the legibility of the medieval defended town. It may also impact on views between different archaeological monuments on the Plain. Although not involving direct and clear 'substantial harm' the public benefit of significant development appears highly unlikely to be such that it can outweigh the harm to the designated assets. Historic England's input should also be sought should the site be taken forward.</p> <p>Ludgershall castle, a medieval ringwork and castle, is to the north east of the site and is a high value feature, associated remains may extend into the site. Within 100 meters of the site if the former Medieval town of Ludgershall extends into the east which is a low value feature. Further investigation is likely needed, during the site allocation process, to identify the presence and significance of as yet unknown archaeological remains across the site. Further research is also likely required regarding the site's contribution to the setting of the Scheduled Monument. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Consideration should also be given to the setting of the Scheduled Monument during design of future development, with potential development being limited or avoided in the north east site area/across the site. Mitigation strategy could also include preservation by record, if relevant, elsewhere on the site. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is moderate. This risk could alter following further investigation.</p> <p>The site has 21st century reorganised fields with former character as open downland which are not highly sensitive. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. No mitigation strategy identified at this stage. The potential for significant adverse historic landscape effects is very low.</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 adjacent to a conservation area. It is considered that mitigation measures are likely to be difficult but possible with a reduction in capacity to safeguard the historic environment of the site and its immediate surroundings.</p>
<p>Assessment outcome (on balance): Major (significant) adverse effect</p>	
<p>Summary of SA Objective 7</p> <ul style="list-style-type: none"> • The potential for significant adverse heritage/conservation effects is major. • The potential for significant adverse archaeological effects is moderate. • The potential for significant adverse historic landscape effects is very low. • The site is not located near to a conservation area. • Overall, a major adverse effect is considered likely against this objective. 	
<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. Decision-Aiding Questions. Will the development site...</p>	
<p>1. Minimise impact on and, where appropriate, conserve and enhance nationally designated</p>	<p>The North Wessex Downs AONBs is approximately 500m northwest, with Heron's Copse Ancient Woodland approximately 700m north of the site. Development will need to be sensitive to these designated landscapes.</p>

landscapes e.g. National Parks and AONBs and their settings?	
2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?	<p>The site lies to the northwest of Ludgershall, to the north of the A342 and east of a stretch of dismantled railway. Predominantly flat, the site is located on the gentle, lower slopes of the undulating landform that rises north/northwest of Ludgershall. Windmill Hill is a prominent hill to the west of the site. North of the site, the rolling, wooded North Wessex Downs rise to form the backdrop to the north of Ludgershall.</p> <p>The site forms a small corner in the south of a large, arable field, which forms part of the large-scale open plains landscape that extends northwest of Ludgershall between the wooded hills. It forms part of a network of medium to large irregular fields that are generally bound by wide grass verges/banks or low, fragmented hedgerows with occasional shrubs or trees.</p> <p>The site has a predominantly rural character, as part of the large-scale landscape that opens up to the northwest of Ludgershall. Residential properties on Gould Close form a suburban character to the entrance into Ludgershall along the A342 from the northwest. Properties to the east site boundary are better integrated by boundary vegetation that contributes to a soft settlement edge around the northwest of Ludgershall.</p> <p>The site is within an undesignated landscape. It is a relatively ordinary, open landscape that contains occasional distinctive characteristics including the strong line of trees along the dismantled railway that is a prominent linear feature that extends somewhat northwest of Ludgershall. The site is part of a locally identifiable landscape that has been altered by nearby land uses, although retains its rural character and some scenic quality. The landscape is considered to be in generally moderate condition, with robust boundary vegetation that contributes to local sense of place and green links in the landscape.</p> <p>Overall, it is considered that the site is of generally medium landscape sensitivity to development. The site has generally medium capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for built form to be conspicuous in the open, rural landscape that extends northwest of Ludgershall. • Potential loss of grass verges, hedgerows and trees that contribute to the locally integrated settlement edge and link with woodland features in the surrounding landscape. <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> • Establish new tree planting along the north boundary of the site, which links between existing tree boundaries and would contain and screen new development. • Limit the height, scale and form of development to ensure that it does not form a prominent settlement edge that breaks treed skylines. • Retain and enhance grass verges, hedgerows and trees as part of a mature landscape framework that contributes to a well-integrated settlement edge in the open landscape as part of the existing, treed settlement edge.
3. Protect and enhance rights of way, public open space and common land?	<p>There is a public footpath along the eastern site boundary, along the settlement edge between the A342, along the edge of Ludgershall Castle remains and connecting to a public bridleway along the southern edge of the North Wessex Downs AONB. A number of public rights of way connect north from the track across the Downs. The rising wooded slopes of the AONB form a wooded skyline to the north of the site. There is no public open space or common land within this site.</p>
Assessment outcome (on balance): Minor adverse effect	
<p>Summary of SA Objective 8</p> <ul style="list-style-type: none"> • The North Wessex Downs AONB sits approximately 500m northwest with Heron's Copse Ancient Woodland approximately 700m north of the site. 	

<ul style="list-style-type: none"> • Lying northwest of Ludgershall, the site consists of a small corner in the south of a large, arable field. This forms part of a network of medium to large irregular fields that are generally bound by wide grass verges/banks or low, fragmented hedgerows with occasional shrubs or trees. • There is a public footpath along the eastern site boundary while there is no public open space or common land within this site. • The landscape is in generally moderate condition, with robust boundary vegetation that contributes to local sense of place and green links in the landscape. • It is considered that the site is of generally medium landscape sensitivity to development. The site has generally medium capacity to accommodate development. • Overall, a minor 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?	The record of housing delivery to date at Tidworth and Ludgershall has broadly been in line with planned levels over the WCS plan period, with a significant supply to carry into the emerging plan period. 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 small number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Tidworth and Ludgershall.
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 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 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?	The Indices of Multiple Deprivation (IMD) 2019 indicate that the areas surrounding Tidworth and Ludgershall are subject to more modest levels of social deprivation, however the two towns are within areas of more deprivation. The site is within an area subject to higher levels of deprivation and development in this location would have benefits of maximising new homes and jobs in a more deprived area. The site has the potential to deliver up to 59 homes of different types and tenures. This site could deliver a small number of affordable homes. Short-term benefits associated with construction jobs are likely to be apparent.
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	Ludgershall town centre is situated within 500m of the site and Tidworth town centre is within 3.5km to the south-west. The site benefits from reasonably good access to existing and emerging sustainable transport options. The size and shape of the site suggests that it is unlikely to be able to support amenity greenspace. Albeit, the dismantled railway to the west may present an opportunity for onsite greenspace. The site benefits from good access to Ludgershall Castle. A housing development at this site could generate the need for 5-8 early years school places, 10-13 primary school places and 7-10 secondary places. Early years needs would require financial contributions to support the expansion of existing facilities. Existing surplus in primary schools may serve needs arising from this site. If this surplus is not sufficient then an existing school would need to be expanded. However, Clarendon Infants and Juniors is the only local school that could be expanded and it is not within a 2-mile safe walking route of this site. Wellington Academy would require further expansion to meet secondary needs arising from this site. This would require financial contributions.

	The site is within 1km of Castle Practice. There are no particular provision issues identified across both Tidworth and Ludgershall. The closed GP surgery could provide a solution to providing some hosted services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.
3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?	<p>The size of the site suggests that it is unlikely to be able to deliver a mixed-use development, including community facilities. Development would lead to new users to support existing and emerging facilities; however, it is unlikely that benefits would be significant.</p> <p>There may be opportunities to enhance PRoW LUDG11.</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?	The site would predominately serve Ludgershall and Tidworth. There may be some benefits of new affordable houses and public transport as a result of development at this site, however these benefits would be very limited.
Assessment outcome (on balance): Moderate (significant) positive effect	
<p>Summary of SA Objective 10</p> <ul style="list-style-type: none"> • Development at this site could have benefits of directing development towards a more deprived area. • Site is likely to provide a very good number of affordable homes as part of a housing development. • The site has extremely good accessibility to the town centre. • The site is unlikely to support new formal greenspace. It is located within an accessible distance of existing greenspaces. • Early years provision requires financial contributions to expand facilities to meet needs. Primary school may potentially be met through existing surplus. Secondary schooling provision could be met through expansion of Wellington Academy and financial contributions would be required. • Accessibility to existing health care provision is very good and the services are performing reasonably well. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients. • The site is unlikely to support the onsite provision of community facilities or make a contribution towards reducing rural isolation. • Overall, a moderate 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>This site is considered too small to realistically be developed as a mixed-use site.</p> <p>All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 1km; the high street is approximately 400m walk and the primary school is 1km; these are considered reasonable walking distances.</p>
2. Provide suitable access and not	The opportunities for access are limited, given the opposing access serving Hie Lin Way. Whilst the A342 in this location is represented as a single lane in either direction, being an 'A' road emerging from an urban development, it may be inappropriate to apply a crossroads provision. In this regard, the access to the site should

<p>significantly exacerbate issues of local transport capacity?</p>	<p>be positioned a further 50m to the west of the centre line of the junction serving Hie Lin Way, in a location that currently presents the transition between 30MPH and 40MPH limits.</p> <p>Local Constraints The site is not connected by either public or active transport and is not of a scale that could mitigate this.</p> <p>Site Specific Mitigation The site is unlikely to afford its necessary mitigation.</p> <p>Necessary Strategic Mitigation The site is unlikely to afford its necessary mitigation.</p>
<p>3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?</p>	<p>Pedestrian/Cycle: All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 1km; the high street is approximately 400m walk and the primary school is 1km; these are considered reasonable walking distances. Notwithstanding this, the footway provision to these amenities is either absent, sporadic or very narrow and it is unlikely that the scale of development could financially accommodate the necessary infrastructure uplift. [The author is mindful of the Drummond Park approval which is granted on sufficient pedestrian connectivity to the town centre; the recommendation above disputes this.]</p> <p>Bus: 4 buses per day per direction pass the site between Ludgershall, Marlborough and Swindon. Whilst the site may accommodate the financial outlay for additional services to serve the site an uplift to service provision is not considered viable, even when considering combined contributions from sites 2 and 3. The site is not accessible by a satisfactory bus service.</p> <p>Rail: There are local rail facilities, however these are operated for the sole benefit of the MOD. Wider operational accessibility of the rail facilities would further increase the sustainability of the wider town, but unlikely to be opened up by a development of the scale of development proposed.</p> <p>Service Vehicles: The site may be adequately served from the A342.</p> <p>Car: The opportunities for access are limited, given the opposing access serving Hie Lin Way. Whilst the A342 in this location is represented as a single lane in either direction, being an 'A' road emerging from an urban development, it may be inappropriate to apply a crossroads provision. In this regard, the access to the site should be positioned a further 50m to the west of the centre line of the junction serving Hie Lin Way, in a location that currently presents the transition between 30MPH and 40MPH limits. Such an access is deemed achievable given that it is sited on the inside of a bend a afforded good visibility (120+ and 40MPH compliant to the west and beyond Manual For Streets 2 requirements to the east for 30MPH). This junction provision would need to address an extent of existing highway, which would have previously formed railway embankment and hence the changes in level and the presence of existing services may present a conflict.</p>

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 11

- This site is considered too small to realistically be developed as a mixed-use site.
- All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 1km; the high street is approximately 400m walk and the primary school is 1km; these are considered reasonable walking distances.
- The site may be adequately served from the A342.

Local Constraints
The site is not connected by either public or active transport and is not of a scale that could mitigate this.

Site Specific Mitigation
The site is unlikely to afford its necessary mitigation.

Necessary Strategic Mitigation
The site is unlikely to afford its necessary mitigation.

- It is considered that this site would likely have a minor adverse effect 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>Ludgershall town centre is situated within 500m of the site and Tidworth town centre is within 3.5km to the south-west. The site benefits from reasonably good access to existing and emerging sustainable transport options. Tidworth and Ludgershall 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 reasonably good relationship with the town centres and is likely to be able to support the vitality and viability of the town centres through new users.</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 300m from Castledown Business Park and 800m from Ludgershall Business Park. The site is small and unlikely to support employment land alongside housing. An employment development at this site could complement existing employment land at Ludgershall and aid the diversification of the employment market in this area. However, 10ha of land remains undeveloped at Castledown and an employment development would have to ensure that it does not lead to competition at the town preventing the current allocation from coming forward.</p> <p>The site has reasonably good access to the strategic road network with access to the A342 to the north and east. The site lacks good sustainable transport connectivity and this is less likely to be improved as a result of a development of this size.</p> <p>A site of this size, which lacks very good sustainable transport connectivity is unlikely to attract high skilled employment.</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 a 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 Tidworth and Ludgershall. A residential area is apparent to the east and south of the site. Residential development is permitted to the west of the site. Due to the site's close proximity to Castledown Business Park, it is likely that a residential development in this location would lead to good support for the employment land which is not yet fully built out. It would lead to new houses in a close and very accessible location of existing employment land.</p>

Assessment outcome (on balance): Minor positive effect

Summary of SA Objective 12

- There is extremely good connectivity from the site to the town centres.
- The site is located near to both residential and employment land.
- The site has very good access to the A342, 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. Unlikely to support a new mixed-use development.
- New employment land alone could lead to competition with Castledown Business Park.
- Overall, a minor positive effect is likely.

<p>Site Number and SHELAA ref(s): Site 3 (SHELAA site 2067) Site name: Land north-east of A342, Ludgershall Site size: 1.22 ha Site capacity: approximate range 30 - 43 dwellings Site description: The site is a small parcel. It sits within a flat landscape and open countryside is apparent to the west/north-west. Dense shrubbery is apparent along the eastern boundary, with this enveloping a historic, disused railway line. Butt Street (A342) is positioned to the south of the 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 comprises the southern corner of a large, arable field that extends northwest of Ludgershall along the A342 to the A346. The line of the dismantled railway is a distinctive boundary feature of trees and shrubs, which defines the north-eastern site boundary. The southern site boundary along the A342 is a relatively robust hedgerow that links east along the A342. 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. BNG may be facilitated if the scheme layout incorporated a significant buffer to the north-eastern and southern boundaries against the dismantled railway and hedgerow/scrub.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>Salisbury Plain Special Protection Area (SPA) / Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 2.48km west of the proposed allocation site and it's probable that the development proposed would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites. Several woodlands lie to the north of the site within close proximity. Many of the woodlands are adjoining and/or adjacent to one another, and most are designated as County Wildlife Sites (CWS) and comprise either ancient and semi-natural woodland or ancient replanted woodland, and lowland mixed broadleaved woodland priority habitat / HPI. A network of PRoW (footpaths, bridleways and byways along woodland edges) intersects the woodlands allowing public access throughout the woodlands. It is likely development at this site would lead to additional visitor / recreational pressure on these assets. This should be mitigated for. In terms of priority habitat, the north-eastern boundary of the site lies directly adjacent to a dismantled railway which is lined on both sides by established trees/scrub that is mapped as broadleaved woodland priority habitat / HPI. The habitat along the dismantled railway comprises an important area of green infrastructure in the locality, and connects habitats bordering the site with habitat off-site, and likely serves as a wildlife corridor facilitating movement of species through the wider landscape. The southern site boundary aligning the A342 appears to be lined by hedgerow and scrub and may qualify as boundary hedgerow priority habitat / HPI. Development should retain and protect the trees / scrub classed as broadleaved woodland priority habitat / HPI along the dismantled railway line bordering the southern and southwestern site boundaries and implement a 'no development' buffer / setback of at least 30m from the habitat. The hedgerow and scrub along the southern site boundary should similarly be retained and suitably buffered. The large network of woodland to the north of the site supports a dormouse population and there is potential for this species to utilise on site habitat due to habitat connectivity. The trees and scrub and other on-site habitat afford nesting habitat for birds during the breeding season whilst also offering foraging opportunities for wintering birds. It is possible that stone-curlew may venture on to the site to forage or possibly even to prospect for suitable nest sites or nest on site. There are numerous great crested newts' records around the periphery of Ludgershall. The belt of trees and scrub aligning the dismantled railway line likely comprises a key commuting and foraging route for a range of bat species. The dismantled railway line likely affords suitable sett building opportunities for badger.</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"> The retention and protection of the trees / scrub along the southern boundary and the dismantled railway line bordering the north-eastern site boundaries and a 'no development' buffer / setback of at least 30m from the latter habitat. <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): Minor adverse effect	
<p>Summary of SA Objective 1</p> <ul style="list-style-type: none"> The site comprises the southern corner of a large, arable field that extends northwest of Ludgershall. The line of the dismantled railway is a distinctive boundary feature of trees and shrubs, which defines the north-eastern site boundary. The southern site boundary along the A342 is a relatively robust hedgerow that links east along the A342. 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. BNG may be facilitated if the scheme layout incorporated a significant buffer to the north-eastern and southern boundaries against the dismantled railway and hedgerow/scrub. The net developable area would likely be reduced on account of the need to incorporate a suitably wide unlit buffer to the priority habitat along the north-eastern boundary and the hedgerow along the southern boundary, which in turn may reduce the housing capacity of the site from that which has been proposed. Salisbury Plain Special Protection Area (SPA) / Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 2.48km west of the proposed allocation site and it's probable that the development proposed would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites. Several woodlands lie to the north of the site within close proximity, many of which are adjoining and/or adjacent to one another, and most are designated as CWSs, and comprise either ancient and semi-natural woodland or ancient replanted woodland, and lowland mixed broadleaved woodland priority habitat / HPI. It is likely development at this site would lead to additional visitor / recreational pressure on these assets. This should be mitigated for. In terms of priority habitat, the north-eastern boundary of the site lies directly adjacent to a dismantled railway which is lined on both sides by established trees/scrub. The southern site boundary aligning the A342 appears to be lined by hedgerow and scrub and may qualify as boundary hedgerow priority habitat / HPI. Development should retain and protect the trees / scrub classed as broadleaved woodland priority habitat / HPI along the dismantled railway line bordering the southern and southwestern site boundaries and implement a 'no development' buffer / setback of at least 30m from the habitat. The hedgerow and scrub along the southern site boundary should similarly be retained and suitably buffered. The large network of woodland to the north of the site supports a dormouse population and there is potential for this species to utilise on site habitat due to habitat connectivity. The belt of trees and scrub aligning the dismantled railway line likely comprises a key commuting and foraging route for a range of bat species. Scope for integrated green and blue infrastructure (GBI) include opportunities presented by the retention and protection of the trees / scrub along the southern boundary and the dismantled railway line bordering the north-eastern site boundaries and a 'no development' buffer / setback of at least 30m from the latter habitat. 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?	<p>It is considered that development of this site could deliver appropriate densities in line with local planning policy and available evidence. This is a very small site with few apparent constraints. However, the site is divorced from other residential development.</p> <p>Ludgershall contains a range of infrastructure, services and facilities. The nearest bus stops are approx. 750m away at the war memorial. 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 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?	This site is small and consists of greenfield, agricultural land which appears not to have been developed before. However, 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)?	<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. Development of this site would likely lead to the permanent loss of Grade 3 quality agricultural land but given the size of this site this would not be significant.</p> <p>Any development of this site should seek to protect the higher quality agricultural land within the site, 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?	<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. However, given the small size of the site, such infrastructure would not be extensive.</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>

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 2

- Development of this site could deliver appropriate densities. However, the site is divorced from other residential development
- 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

<ul style="list-style-type: none"> • Given the site size, the loss of the agricultural land would not be considered significant • 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 minor 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>The site is partly within a Source Protection Zone 3 (approx. 10%). 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 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. The site is not within a Drinking Water Protected Area but is 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. 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>The site falls within the catchment area for water supplies served by Wessex Water. With regard to water supply, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks. However, the ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker. 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.</p> <p>The site falls within the catchment area for foul water utilities served by Southern Water. With regard to network capacity, Southern Water have indicated that there is currently adequate capacity within the existing network to accommodate this development, however it is not possible to guarantee future reservation of this capacity so it would need to be kept under review.</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): Minor adverse effect	
Summary of SA Objective 3 <ul style="list-style-type: none"> • Approximately 10% of the site is within Source Protection Zone 3 and the site is also within a Drinking Water Safeguard Zone. Consultation with the Environment Agency will be required to determine likely impacts and mitigation. • 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 water supply, it is likely that Wessex Water would be able to accommodate development of this site without reinforcement to networks. However, the ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker. • With regard to foul water network capacity, Southern Water have indicated that there is currently adequate capacity within the existing network, but this would need to be kept under review. • 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 minor 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.
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?	Ludgershall does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective, although significant new development would feed into existing networks causing additional air quality pressure. If allocations at Ludgershall are made through the LPR then specific measures may need to be put in place to mitigate the additive impact of any development. CIL/S106 contributions may be required to enable actions for the revocation of Air Quality orders, where present. Air Quality assessment would be required showing cumulative effects of development on relevant receptors.
3. Lie within a consultation risk zone for a major hazard site or hazardous installation?	This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.
Assessment outcome (on balance): Minor 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. • Ludgershall does not have an AQMA, although significant new development would feed into existing networks which may require mitigation. • Based on the above evidence, a minor 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 in Ludgershall, it is considered that far fewer emissions would be produced during the construction and occupation of the site. Mitigation measures can still 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 renewable energy generation; however, this would mainly be within buildings rather than 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	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 significant watercourses close to the site.

be allocated in preference to developing land in Flood Zones 2 or 3?	
3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?	There is a medium groundwater flood risk across 31% of the site. This means groundwater levels are between 0.25 – 0.5m below the ground surface. There is a low groundwater flood risk across 66% of the site. This means groundwater levels are between 0.5 – 5m below the ground surface. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. The risk is across almost the entire site. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. The site will require a Flood Risk Assessment to ensure there is no flood risk to site and that development of this site won't exacerbate Flood Risk 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 less than 1 km from the town centre, which could enable 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 in Ludgershall, there may not be much provision for large areas of open space, 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. The use of some SuDS may be inhibited by high groundwater levels.

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 5

- 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.
- There is a medium or low groundwater flood risk across the site. Groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required.
- 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 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 significantly 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.
- 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 the risk of flooding from groundwater, and the loss of greenfield land and 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 open 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 in order 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>As this is a small site, there would be less demand on the current infrastructure. According to SSEN's generation availability map, the substation closest to Ludgershall is in Tidworth, which is constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Tidworth is constrained. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - 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 would enable less 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. With less renewable energy generation on site there are fewer 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, being a smaller site, there will be a lower energy demand.</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 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.</p>

Assessment outcome (on balance): Minor positive 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 renewable sources from developers for example, solar panels.
- 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 smaller site, energy demand will be less than a larger site.

<ul style="list-style-type: none"> • It is considered that the current energy infrastructure could potentially cope with the increased demand of this site however further evidence is required to confirm this. • Overall, given that this is a smaller site, energy demand will be less than that of a larger site. There may be opportunities for small scale renewable energy generation, and there is potential for this site to provide EV charging points, which would encourage more sustainable car use, therefore a minor positive 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 would have an impact on setting of scheduled medieval ringworks, castle and an impact on setting of the designated conservation area. The castle and ringworks have an important defensive position on the edge of the town. Additional development north of the A342 within their setting will impact on understanding of their function and development within landscape and compromise the legibility of the medieval defended town. It may also impact on views between different archaeological monuments on the Plain. Although not involving direct and clear 'substantial harm' the public benefit of significant development appears highly unlikely to be such that it can outweigh the harm to the designated assets. Historic England's input should also be sought should the site be taken forward.</p> <p>There is on site a Roman burial found in the north western site area in 1917 of three human skeletons found in a large irregular pit which are of high archaeological value. The site is also within the 100m buffer of a late Bronze Age to Middle Iron Age ditch identified in the southern buffer area during an evaluation of low to medium value, and a possible undated ditch identified by magnetometer survey in the south western buffer area of low value. Roman burial on the site indicates potential for further Roman remains across the site of moderate risk and the late Bronze Age to Middle Iron Age ditch in the southern buffer area indicates potential for further prehistoric activity extending into the site of low risk. Further investigation is likely needed, during the site allocation process, in the form of geophysical survey and subsequent trial trenching to identify the presence and significance of as yet unknown archaeological remains across the site. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Following further investigation, 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. Alternatively, mitigation strategy could include preservation by record where preservation in situ is not required. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is low.</p> <p>The site is characterised by 21st century reorganised fields with former character as open downland which are not highly sensitive. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. No mitigation strategy identified at this stage. The potential for significant adverse historic landscape effects is very low.</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 adjacent to a conservation area. It is considered that mitigation measures are likely to be difficult but possible with a reduction in capacity to safeguard the historic environment of the site and its immediate surroundings.</p>
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 major. • The potential for significant adverse archaeological effects is low. • The potential for significant adverse historic landscape effects is very low. 	

- The site is not located near to a conservation area.
- Overall, a major adverse effect is considered likely against this objective.

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>The North Wessex Downs AONB sits approximately 400m north while Heron's Copse Ancient Woodland lies approximately 700m northeast of the site. Development will need to be sensitive to these designated landscapes.</p>
<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 lies to the northwest of Ludgershall, north of the A342 and close to Drummond Park, which is a residential led development currently under construction.</p> <p>The site forms part of the gentle slopes of the undulating landform that rises north/northwest of Ludgershall. Windmill Hill is a prominent hill to the west of the site. North of the site, the rolling, wooded North Wessex Downs rise to form the backdrop to the north of Ludgershall.</p> <p>Comprising the southern corner of a large, arable field that extends northwest of Ludgershall along the A342 to the A346, the site forms part of the large-scale open plains landscape that extends northwest of Ludgershall between the wooded hills. The line of the dismantled railway is a more distinctive boundary feature of trees and shrubs, which defines the north site boundary and extends some distance northwest around the edge of the North Wessex Downs AONB towards Collingbourne Ducis and beyond. The southern site boundary along the A342 is a relatively robust hedgerow that links east along the A342 towards the existing settlement edge.</p> <p>The site has a predominantly rural character, as part of the large-scale landscape that opens up to the northwest of Ludgershall. The existing settlement edge is generally well-integrated by boundary vegetation and hedgerow roadside/field boundaries that contribute to a soft settlement edge around the northwest of Ludgershall.</p> <p>The site is within an undesignated landscape. The landscape is considered to be in generally moderate condition, with robust boundary vegetation that contributes to local sense of place and green links in the landscape.</p> <p>Overall, it is considered that the site is of generally medium landscape sensitivity to development. The site has generally medium capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for built form to be conspicuous in the open, rural landscape that extends northwest of Ludgershall. • Potential loss of grass verges, hedgerows and trees that contribute to the locally integrated settlement edge and link with woodland features in the surrounding landscape. <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> • Establish new tree planting along the west boundary of the site, which links between existing tree boundaries and would contain and screen new development. • Limit the height, scale and form of development to ensure that it does not form a prominent settlement edge that breaks treed skylines. • Retain and enhance grass verges, hedgerows and trees as part of a mature landscape framework that contributes to a well-integrated settlement edge in the open landscape as part of the existing, treed settlement edge.

3. Protect and enhance rights of way, public open space and common land?	There are no public rights of way within or adjoining the site. A public footpath links north along the nearby settlement edge, along the edge of Ludgershall Castle remains and connecting to a public bridleway along the southern edge of the North Wessex Downs AONB. A number of public rights of way connect north from the track across the Downs. There is no public open space or common land within this site.
Assessment outcome (on balance): Minor adverse effect	
<p>Summary of SA Objective 8</p> <ul style="list-style-type: none"> • The North Wessex Downs AONB is approximately 400m north while Heron's Copse Ancient Woodland lies approximately 700m northeast of the site. • Lying to the northwest of Ludgershall, the site comprises the southern corner of a large, arable field that extends northwest of Ludgershall along the A342 to the A346. • There are no public rights of way, public open space or common land within or adjoining the site. • The landscape is in generally moderate condition, with robust boundary vegetation that contributes to local sense of place and green links in the landscape. • The site is of generally medium landscape sensitivity to development. The site has generally medium capacity to accommodate development. • Overall, a minor 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</p> <p>Decision-Aiding Questions. Will the development site...</p>	
1. Provide an appropriate supply of affordable housing?	The record of housing delivery to date at Tidworth and Ludgershall has broadly been in line with planned levels over the WCS plan period, with a significant supply to carry into the emerging plan period. 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 small number of affordable homes. This could contribute, either alone or in combination with other sites, to the delivery of affordable housing at Tidworth and Ludgershall.
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 positive effect	
<p>Summary of SA Objective 9</p> <ul style="list-style-type: none"> • 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. 	
<p>SA objective 10 - Reduce poverty and deprivation and promote more inclusive communities with better services and facilities</p> <p>Decision-Aiding Questions. Will the development site...</p>	
1. Maximise opportunities for affordable homes and job creation within the most deprived areas?	<p>The Indices of Multiple Deprivation (IMD) 2019 indicate that the areas surrounding Tidworth and Ludgershall are subject to more modest levels of social deprivation, however the two towns are within areas of more deprivation. The site is within an area subject to higher levels of deprivation and development in this location would have benefits of maximising new homes and jobs in a more deprived area.</p> <p>The site has the potential to deliver up to 43 homes of different types and tenures. This site could deliver a small number of affordable homes.</p> <p>Short-term benefits associated with construction jobs are likely to be apparent.</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>Ludgershall town centre is situated within 700m of the site and Tidworth town centre is approximately 3.4km to the south-west. The site benefits from reasonably good access to existing and emerging sustainable transport options. The size and shape of the site suggests that it is unlikely to be able to support amenity greenspace. Albeit the disused railway to the east may present an opportunity for onsite greenspace. The site benefits from good access to Ludgershall Castle. A housing development at this site could generate the need for 4-6 early years school places, 13-18 primary school places and 9-13 secondary places. Early years needs would require financial contributions to support the expansion of existing facilities. Existing surplus in primary schools may serve needs arising from this site. If this surplus is not sufficient then an existing school would need to be expanded. However, Clarendon Infants and Juniors is the only local school that could be expanded and it is not within a 2-mile safe walking route of this site. Wellington Academy would require further expansion to meet secondary needs arising from this site. This would require a feasibility study and financial contributions. The site is within 1km of Castle Practice. There are no particular provision issues identified across both Tidworth and Ludgershall. The closed GP surgery could provide a solution to providing some hosted services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
<p>3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?</p>	<p>The size of the site suggests that it is unlikely to be able to deliver a mixed-use development, including community facilities. Development would lead to new users to support existing and emerging facilities; however, it is unlikely that benefits would be significant.</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 predominately serve Ludgershall and Tidworth. There may be some benefits of new affordable houses and public transport as a result of development at this site, however these benefits would be very limited.</p>

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

Summary of SA Objective 10

- Development at this site could have benefits of directing development towards a more deprived area.
- Site is likely to provide a very good number of affordable homes as part of a housing development.
- The site has extremely good accessibility to the town centre.
- The site is unlikely to support new formal greenspace. It is located within an accessible distance of existing greenspaces.
- Early years provision requires financial contributions to expand facilities to meet needs. Primary school needs may potentially be met through existing surplus. Secondary schooling provision could be met through expansion of Wellington Academy and financial contributions would be required.
- Accessibility to existing health care provision is very good and the services are performing reasonably well. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients.
- The site is unlikely to support the onsite provision of community facilities or make a contribution towards reducing rural isolation.
- Overall, a moderate 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>This site is considered too small to realistically be developed as a mixed-use site.</p> <p>All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 1km; the high street is approximately 400m walk and the primary school is just over 1km; these are considered reasonable walking distances.</p>
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>The site accommodates a long length of straight frontage onto the A342 and an access is considered readily achievable.</p> <p>Local Constraints The site is not connected by either public or active transport and is not of a scale that could mitigate this.</p> <p>Site Specific Mitigation The site is unlikely to afford its necessary mitigation.</p> <p>Necessary Strategic Mitigation The site is unlikely to afford its necessary mitigation.</p>
3. Make efficient use of existing transport infrastructure and promote investment in sustainable transport options, including Active Travel?	<p>Pedestrian/Cycle: All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 1km; the high street is approximately 400m walk and the primary school is just over 1km; these are considered reasonable walking distances. Notwithstanding this, the footway provision to these amenities is either absent, sporadic or very narrow and it is unlikely that the scale of development could financially accommodate the necessary infrastructure uplift, even through a combined contribution with site 2. [The author is mindful of the Drummond Park approval which is granted on sufficient pedestrian connectivity to the town centre; the recommendation above disputes this.]</p> <p>Bus: 4 buses per day per direction pass the site between Ludgershall, Marlborough and Swindon. Whilst the site may accommodate the financial outlay for additional services to serve the site an uplift to service provision is not considered viable, even when considering combined contributions from sites 2 and 3. The site is not accessible by a satisfactory bus service.</p> <p>Rail: There are local rail facilities, however these are operated for the sole benefit of the MOD. Wider operational accessibility of the rail facilities would further increase the sustainability of the wider town, but unlikely to be opened up by a development of the scale of development proposed.</p> <p>Service Vehicles: The site may be adequately served from the A342.</p> <p>Car: The site accommodates a long length of straight frontage onto the A342 and an access is considered readily achievable.</p>

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 11

- This site is considered too small to realistically be developed as a mixed-use site.
- All of the principal facilities and amenities that Ludgershall provides for, are accessible to the site within approx. 1km; the high street is approximately 400m walk and the primary school is just over 1km; these are considered reasonable walking distances.
- The site accommodates a long length of straight frontage onto the A342 and an access is considered readily achievable.

Local Constraints

The site is not connected by either public or active transport and is not of a scale that could mitigate this.

Site Specific Mitigation

The site is unlikely to afford its necessary mitigation.

Necessary Strategic Mitigation

The site is unlikely to afford its necessary mitigation.

- It is considered that this site would likely have a minor adverse effect 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>Ludgershall town centre is situated within 700m of the site and Tidworth town centre is approximately 3.4km to the south-west. The site benefits from reasonably good access to existing and emerging sustainable transport options. Tidworth and Ludgershall 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 centres and is likely to be able to support the vitality and viability of the town centres through new users.</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 300m from Castledown Business Park and 900m from Ludgershall Business Park. The site is small and unlikely to support employment land alongside housing. An employment development at this site could complement existing employment land at Ludgershall and aid the diversification of the employment market in this area. However, 10ha of land remains undeveloped at Castledown and an employment development would have to ensure that it does not lead to competition at the town preventing the current allocation from coming forward.</p> <p>The site has reasonably good access the strategic road network with access to the A342 to the north and east. The site lacks good sustainable transport connectivity and this is less likely to be improved as a result of a development of this size.</p> <p>A site of this size, which lacks very good sustainable transport connectivity is unlikely to attract high skilled employment.</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 a 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 Tidworth and Ludgershall. A residential area is apparent to the east and south of the site. Residential development is permitted to the west of the site. Due to the sites' close proximity to Castledown Business Park, it is likely that a residential development in this location would lead to good support for the employment land which is not yet fully built out. It would lead to new houses in a close and very accessible location of existing employment land.</p>

Assessment outcome (on balance): Minor positive effect

Summary of SA Objective 12

- There is extremely good connectivity from the site to the town centres.
- The site is located near to both residential and employment land.
- The site has very good access to the A342, 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. Unlikely to support a new mixed-use development.
- New employment land alone could lead to competition with Castledown Business Park.
- Overall, a minor positive effect is likely.

<p>Site Number and SHELAA ref(s): Site 4 (SHELAA site 555) Site name: Land South East of Empress Way, Ludgershall Site size: 74.8 ha Site capacity: approximate range 1552 - 2174 dwellings Site description: This large greenfield site is located to the south/southeast of Ludgershall. The site is predominantly in arable use, formed of several large field parcels with some hedgerow boundaries. To the north, lies a railway line, which is used intermittently by the MOD, and is screened by wide landscape/scrub verges. To the west and northwest, housing has been recently developed or is in the process of being developed, and an existing Wiltshire Housing Site Allocations Plan allocation site directly adjoins. The site extends to the east to abut Shoddesden Lane and the Wiltshire Council administrative boundary with Test Valley Borough Council/Hampshire Council. Several public rights of way dissect the site. A sewage treatment works is positioned to the south, with the site partially wrapping around the facility. Operational Military of Defence land is positioned to the west of the southern part of the 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>This is a large site that comprises large arable fields bound by grass verges or hedgerows with occasional trees. There is limited vegetation within the site itself. The boundaries vary with a robust tree lined boundary along the railway embankment to the north with a small copse in the northeast corner of the site. New Drove Plantation forms a wooded boundary in the southwest of the site, north of which a tree boundary continues north around the existing settlement edge. Woodland also continues through the landscape to the west and southwest of the site, around the former MOD site and around the east of Tidworth. The south-eastern field to the immediate west of South Park Farm Barn appears to comprise grazed pasture or a hay field. Aside from the field used for pasture / hay in the southeast of the site, the site comprises three arable fields consisting of a large arable field in the south of the site, and two smaller fields in the north of the site. The field in the northeast of the site is partially bisected by the hedgerow / hedge bank which extends southwards from the woodland in the northeast of the 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. Biodiversity net gain (BNG) could be facilitated by enhancing existing woodland, tree belt and hedgerow priority habitat / HPI and by enhancing the buffers / no development zone and natural green space / SANG.</p>
<p>2. Protect and enhance designated and non-designated sites, priority species and habitats and protected species?</p>	<p>Salisbury Plain Special Protection Area (SPA) / Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 3.7km west of the proposed allocation site and it's likely, given the number of homes proposed, that the development would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites. A small area of ancient and semi-natural woodland / broadleaved woodland priority habitat / HPI called Willis Wood lies to the immediate east of Shoddesden Lane to the east of the southeast extent of the proposed allocation site. Several county wildlife sites (CWS) and ancient woodlands are situated southwest of the site within close proximity. In addition, several woodlands lie to the north of the site and the settlement boundary. Many of the woodlands are adjoining and/or are adjacent to one another, and most are designated as CWSs, and comprise either ancient and semi-natural woodland or ancient replanted woodland, and lowland mixed broadleaved woodland priority habitat / HPI. A network of PRoW (footpaths, bridleways and byways along woodland edges) intersects the woodlands allowing public access throughout the woodlands. Given that several CWS and ancient woodlands are within walking distance of the site or a short drive, it is likely that the scale of development proposed at the potential allocation site would lead to considerable additional visitor / recreational pressure on these designated sites. It is therefore recommended that development include the provision of suitable alternative natural greenspace (SANG) on site to offset / reduce additional pressures on the designated sites in the vicinity of the potential allocation site. In terms of priority habitat, an area of broadleaved woodland priority habitat / HPI exists in the northeast corner of the site, bordered by the railway line to the north and Shoddesden Lane to the east. Extending south of the woodland is a hedgerow which appears to be a hedge bank and runs along the entire length of the north-eastern field in the site. The hedgerow / hedge bank is also shown on historic mapping. A small triangular shaped copse is present in the southernmost section of the site adjacent to the southwestern site boundary. The contiguous southwestern boundary appears to be delineated by a mature hedgerow with broadleaved trees and likely</p>

	<p>qualifies as priority habitat. Similarly, the western boundary is delineated by hedgerow with broadleaved trees and likely constitutes priority habitat. There is an area of broadleaved woodland priority habitat / HPI called Newdrove Plantation on MOD land abutting the southwest corner of the site. Priority habitat should be retained with wide buffer/ecological protection zones. For example, it is recommended that there is no development in the northeast of the site and that a wide buffer is implemented west of Shoddesden Lane.</p> <p>The large network of woodland to the north of the settlement boundary and Crawlboys Lane supports a dormouse population. There is potential for dormice to utilise woodland on site. On site habitat also affords nesting habitat for birds during the breeding season, also offering foraging opportunities for wintering birds. Bats likely use the woodland in the northeast of the site and adjoining tree belt aligning the northern boundary for commuting and foraging, as well as the western and southwestern boundary hedgerows and small area of woodland in the south of the site.</p>
3. Ensure that all new developments protect Local Geological Sites (LGSs) from development?	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.
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 with wide buffer/ecological protection zones. For example, avoiding development in the northeast of the site and providing a wide buffer west of Shoddesden Lane. 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): Minor adverse effect

Summary of SA Objective 1

- The net developable area will be reduced on account of the above requirements, which in turn will probably reduce the housing capacity of the site from that which has been proposed.
- This is a large site that comprises large arable fields bound by grass verges or hedgerows with occasional trees. The boundaries vary with a robust tree lined boundary along the railway embankment to the north with a small copse in the northeast corner of the site. New Drove Plantation forms a wooded boundary in the southwest of the site, north of which a tree boundary continues north around the existing settlement edge. Woodland also continues through the landscape to the west and southwest of the site, around the former MOD site and around the east of Tidworth. The south-eastern field to the immediate west of South Park Farm Barn appears to comprise grazed pasture or a hay field.
- 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. Biodiversity net gain (BNG) could be facilitated by enhancing existing woodland, tree belt and hedgerow priority habitat / HPI and by enhancing the buffers / no development zone and natural green space / SANG.
- Salisbury Plain Special Protection Area (SPA) / Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI) is situated approximately 3.7km west of the proposed allocation site and it's likely, given the number of homes proposed, that the development would lead to additional visitor / recreational pressure on the SPA and SSSI. The site also lies in the catchment of the River Test and therefore development at the site has potential to have likely significant effects on the Solent Internationally Protected Sites.
- A small area of ancient and semi-natural woodland / broadleaved woodland priority habitat / HPI called Willis Wood lies to the immediate east of Shoddesden Lane to the east of the southeast extent of the proposed allocation site. Several county wildlife sites (CWS) and ancient woodlands are situated southwest of the site within close proximity. In addition, several woodlands lie to the north of the site and the settlement boundary. It is likely that the scale of development proposed at the potential allocation site would lead to considerable additional visitor / recreational

<p>pressure on these designated sites. It is therefore recommended that development include the provision of a suitable alternative natural greenspace (SANG) on site to offset / reduce additional pressures on the designated sites in the vicinity of the potential allocation site.</p> <ul style="list-style-type: none"> • In terms of priority habitat, an area of broadleaved woodland priority habitat / HPI exists in the northeast corner of the site. Extending south of the woodland is a hedgerow which appears to be a hedge bank and runs along the entire length of the north-eastern field in the site. A small triangular shaped copse is present in the southernmost section of the site adjacent. The contiguous southwestern boundary appears to be delineated by a mature hedgerow with broadleaved trees. Similarly, the western boundary is delineated by hedgerow with broadleaved trees and likely constitutes priority habitat. Priority habitat should be retained with wide buffer/ecological protection zones. • Scope for integrated GBI include opportunities presented by the retention of priority habitat with wide buffer/ecological protection zones. The development of the site should conserve and enhance GBI. • Overall, a minor adverse effect is considered likely against this objective. 	
<p>SA objective 2 - Ensure efficient and effective use of land and the use of suitably located previously developed land and buildings</p> <p>Decision-Aiding Questions. Will the development site...</p>	
1. Ensure development maximises the efficient use of land?	<p>It is considered that development of this site could deliver appropriate densities in line with local planning policy and available evidence. This is a large site to the south of the town. There is existing residential development adjacent to the site in the north which may indicate the kind of densities that could be achieved here. However, the site extends far out into open countryside to the south and there is operational Military of Defence land to the west which may affect the capacity of the site.</p> <p>Ludgershall contains a range of infrastructure, services and facilities. The nearest bus stops are to the north of the site along the A342. 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?	<p>This site consists of greenfield, agricultural land and therefore there are no opportunities to maximise the reuse of PDL.</p>
3. Encourage remediation of contaminated land? If so, would this lead to issues of viability and deliverability?	<p>This site consists of greenfield, agricultural land which appears not to have been developed before. However, the site is bounded by MoD land and former railway land which will require further investigation. 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 predominantly 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. Development of this site would likely lead to the permanent loss of medium quality agricultural land. Given the size of the site this would be a significant loss of agricultural land.</p> <p>Any development of this site should seek to protect the higher quality agricultural land within the site, 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?	<p>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.</p>
6. Support the provision of sustainable waste management facilities and include measures	<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.</p>

to help reduce the amount of waste generated by development through integrated recycling infrastructure?	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	
<p>Summary of SA Objective 2</p> <ul style="list-style-type: none"> • Development of this site could deliver appropriate densities. There is existing residential development adjacent to the site in the north. However, the site extends far out into open countryside to the south and there is operational Military of Defence land to the west which may affect the capacity of the site • There are no opportunities to reuse Previously Developed Land • The site is bounded by MoD land and former railway land which may require investigation for potential land contamination, although no known areas of contamination are within the site boundary. • Development of this site would lead to a significant, permanent loss of Grade 3 quality agricultural land, some of which may be BMV • 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?	This site is not covered by any Source Protection Zones. The site is not within a Drinking Water Protected Area but is 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. Consideration should be given to the inclusion of Sustainable Drainage Systems to control the risk of surface water flooding from impermeable surfaces. 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.
2. Direct development to sites where adequate water supply, foul drainage, sewage treatment facilities and surface water drainage is available?	<p>The site falls within the catchment area for water supplies served by Wessex Water. With regard to water supply, it is likely that significant off-site infrastructure reinforcement would be required. The ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker. 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.</p> <p>The site falls within the catchment area for foul water utilities served by Southern Water. With regard to network capacity, Southern Water have indicated that there is not adequate capacity within the existing network to accommodate this development, and infrastructure improvements would need to be provided, facilitated by the application of planning conditions. Significant infrastructure crosses the site and appropriate standoff distances around this infrastructure 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	
<p>Summary of SA Objective 3</p> <ul style="list-style-type: none"> • The site is within a Drinking Water Safeguard Zone, and consultation with the Environment Agency will be required to determine likely impacts and mitigation. 	

- 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 water supply, it is likely that significant off-site infrastructure reinforcement would be required. The ability to provide supply would also be dependent on sufficient cross borders supplies from the neighbouring water undertaker.
- With regard to foul water network capacity, Southern Water have indicated that there is not adequate capacity within the existing network to accommodate this development, and infrastructure improvements would need to be provided, facilitated by the application of planning conditions.
- Significant infrastructure crosses the site and appropriate standoff distances around this infrastructure 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...

<p>1. Minimise and, where possible, improve on unacceptable levels of noise, light pollution, odour, and vibration?</p>	<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.</p> <p>Noise impacts may arise from road haulage and MOD sites opposite, and from trains using the railway line that borders the northern edge of the site. A noise impact assessment would be required to consider sensitivity of receptors and to present appropriate mitigation. Mitigation is likely to require physical separation of any residential uses from sources of noise and/or appropriate acoustic treatments, and an appropriate layout.</p> <p>The site is adjacent to a sewage treatment works, and any exclusions zones as required by the water undertaker would need to be adhered to. Southern Water have confirmed that any proposals would need to demonstrate adequate odour dispersion to prevent land-use conflict. There is a high likelihood of adverse impacts from odour, noise, and potentially flies on parts of the site. Odour impacts from the sewage treatment works are likely to be a significant constraint, and mitigation would be likely to require significant physical separation between housing and the sewage treatment works, thus reducing the developable area of the site.</p>
<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>	<p>Ludgershall does not have an Air Quality Management Area (AQMA) in respect of the nitrogen dioxide annual mean objective, although significant new development would feed into existing networks causing additional air quality pressure. If allocations at Ludgershall are made through the LPR then specific measures may need to be put in place to mitigate the additive impact of any development. CIL/S106 contributions may be required to enable actions for the revocation of Air Quality orders, where present. Air Quality assessment would be required showing cumulative effects of development on relevant receptors.</p>
<p>3. Lie within a consultation risk zone for a major hazard site or hazardous installation?</p>	<p>This site does not lie within a consultation risk zone for a major hazard site or hazardous installation.</p>

Assessment outcome (on balance): Minor adverse effect

Summary of SA Objective 4

- 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.
- Noise impacts may arise from road haulage and MOD sites, and from trains using the railway line to the north, which will need to be assessed and may require mitigation.

<ul style="list-style-type: none"> • Physical separation from the sewage treatment works is likely to be required. Odour impact assessment would be required, as well as consultation with the sewerage undertaker (Southern Water). • Ludgershall does not have an AQMA, although significant new development would feed into existing networks which may require mitigation. • On the basis of the above evidence, a minor 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...	
<p>1. Maximise the creation and utilisation of renewable energy opportunities, including low carbon community infrastructure such as district heating?</p>	<p>As this is a larger site in Ludgershall, it is considered that more emissions would be produced during the construction and occupation of the site. Mitigation measures can still be applied within this objective and across the whole framework to reduce emissions. Some examples include building energy efficient homes, generating on site renewable energy and delivering sustainable transport.</p> <p>It would be possible for a development of this scale to include renewable energy generation 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>
<p>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?</p>	<p>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 significant watercourses close to the site.</p>
<p>3. Minimise vulnerability to surface water flooding and other sources of flooding, without increasing flood risk elsewhere?</p>	<p>There is a medium groundwater flood risk across 100% of the site. This means groundwater levels are between 0.25 – 0.5m below the ground surface. High groundwater levels could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required. Cumulative impacts have been scored medium. More stringent policy with regards the control of surface water discharges from new development is required. The site will require a Flood Risk Assessment to ensure there is no flood risk to site and that development of this site won't exacerbate Flood Risk 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. This site is located less than 1km from the town centre, which could enable 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>As this is a larger site in Ludgershall there may be provision for large areas of open space, 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. Parts of the site are subject to areas of higher risk from surface water flooding. The use of some types of SuDS may be inhibited by high groundwater levels.</p>

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

Summary of SA Objective 5

- 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.
- There is a medium groundwater flood risk across the whole site which could impact infiltration techniques, drainage, construction activities and flood risk, therefore site-specific groundwater investigations will be required.
- 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 this development to include renewable energy generation. It is considered that any future development could incorporate appropriate measures to adapt to the predicted future impacts of climate change.
- The size of this site may lend itself to renewable energy opportunity, however it also has the potential to produce significantly more greenhouse gas emissions than a smaller 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.
- Overall, this is a larger site which could produce more emissions than a smaller 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 the risk of groundwater flooding and loss of greenfield land and thus natural drainage, a moderate 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 large site, there may be more 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>As this is a larger site, there would be more demand on the current infrastructure. According to SSEN's generation availability map, the substation closest to Ludgershall is in Tidworth, which is constrained, it therefore could potentially struggle to withstand additional energy generation connections to the grid without reinforcement works, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Tidworth is also constrained. Further conversation with SSEN would be required to ensure connectivity to the grid.</p> <p>It is not known how the site will be brought forward - 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 are parts of the site that could be suitable for renewable and low carbon energy sources and supporting infrastructure. And 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 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.
Assessment outcome (on balance): Neutral effect	
<p>Summary of SA Objective 6</p> <ul style="list-style-type: none"> • There are no known details of future development schemes but there are opportunities for a site of this size to support energy generation from renewable and low carbon sources and create economic and employment opportunities in sustainable green technologies. • 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. • It is considered that the current energy infrastructure could potentially cope with the increased demand of this site, reducing the cost associated with reinforcing the grid. However further evidence is required to confirm this. As this is a large site the energy demand would be significantly higher than a smaller site. • 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 increase in demand this development would create and the costs associated with a connection, 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...	
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>There are no designated conservation assets affected.</p> <p>The site includes various archaeological features of low and medium value, including undated ditches in the southern extend of the site and possible ring ditch in the southern extend of the site- evaluation identified the circular feature and determined it was more likely the site of a former military building.</p> <p>The site is also within the 100m buffer of several more medium to high value features, including undated round barrow identified in the southern buffer area and a roman enclosure identified in the north western buffer area, and a Roman ditch and undated pit were also identified in the NW buffer area- likely associated with the enclosure of medium value. The site is also within the 100m buffer of an undated linear feature parallel to the eastern site boundary likely associated with Ludgershall South Park Pale (13th century deer park) of low to medium value. And low value features including a small area of ridge and furrow visible in the south-eastern buffer area, World War II practice trenches in the south-eastern buffer area and extending southwards and further undated ditches identified by geophysical survey in the eastern buffer border and extending eastwards.</p> <p>Further investigation is likely needed to identify the presence and significance of archaeological remains associated with various previous finds surrounding the site. Based on evidence that is currently available and known, the site appears to be not heavily constrained by archaeological remains. Mitigation strategy could include preservation by record where preservation in situ is not required. Following the application of suitable mitigation strategies, the potential for significant adverse archaeological effects is low.</p> <p>Some parts of the site are considered to have not highly sensitive historic landscape features, including 21st century prairie fields, with potential former character as a medieval open field system- inferred via field morphology. The site comprises part of a wider network of weak continuity, where landscape character has been subject to change. Possible Park Pale noted on the HER in the eastern buffer area although not extant so not highly sensitive. Mitigation strategy could include incorporation of</p>

	any surviving historic landscape elements, such as field patterns, hedgerows and mature trees, within future development. Following application of suitable mitigation strategies, the potential for significant adverse historic landscape effects is very low.
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. 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.
Assessment outcome (on balance): Minor adverse effect	
Summary of SA Objective 7 <ul style="list-style-type: none"> • There are no designated conservation assets affected. • The potential for significant adverse archaeological effects is low. • The potential for significant adverse historic landscape effects is very low. • The site is not located near to a conservation area. • Overall, a minor adverse effect is considered likely against this objective. 	
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 North Wessex Downs AONB sits approximately 600m northeast of the site. Two ancient woodlands fall within 800m of the site – Willis Wood Ancient Woodland, approximately 350m to the east; and Great Perham Copse Ancient Woodland approximately 750m to the southwest. Biddesden House Registered Park and Garden (Grade II) lies approximately 1.8km northeast. Development will need to be sensitive to these designated landscapes.
2. Minimise impact on, and enhance, locally valued landscapes through high quality, inclusive design of buildings and the public realm?	The site lies to the south of Ludgershall, to the south of the railway line and west of Shoddesden Lane. Land to the northwest of the site is allocated for residential development through the Wiltshire Housing Site Allocations Plan (Land at Empress Way). The site is on gently sloping landform that falls to the south. It forms part of the rolling, open downland landscape that extends southeast of Ludgershall. This is a large site that comprises large arable fields bound by grass verges or fragmented, low hedgerows with occasional trees. It forms part of the exposed, open landscape, dominated by large arable fields to the south of Ludgershall. There is limited vegetation within the site itself. The boundaries vary with a robust tree lined boundary along the railway embankment to the north with a small copse in the northeast corner of the site. New Drove Plantation forms a wooded boundary in the southwest of the site, north of which a tree boundary continues north around the existing settlement edge. Woodland also continues through the landscape to the west and southwest of the site, around the former MOD site and around the east of Tidworth.

	<p>The site has an overriding rural character with little influence from the existing settlement and generally high levels of tranquillity. It is an open landscape with long views towards wooded horizons to the north and south. Settlement patterns to the south and east of the site is varied, comprising generally scattered small settlements including farmsteads, hamlets and country estates that are often encompassed by woodland.</p> <p>The site is within an undesignated landscape, in proximity to the North Wessex Downs AONB. It is part of a locally simple, exposed landscape with few distinctive characteristics. However, it has a strong rural character and moderate to high levels of tranquillity with some scenic value. The site contributes to the rural sense of separation between Ludgershall and outlying rural settlements. The landscape is in generally moderate to poor condition with limited sense of place.</p> <p>Overall, it is considered that the site is of generally medium landscape sensitivity to development. The site has generally medium capacity to accommodate development.</p> <p>Potential for significant adverse effects include the following:</p> <ul style="list-style-type: none"> • Potential for development to form a conspicuous, large scale urban extension across the exposed, Downs landscape that extends south of Ludgershall. • Potential for development to create a hard, intrusive new settlement edge that alters the rural landscape setting of Ludgershall. • Potential loss of vegetation features including small woodlands and tree boundaries, and for further fragmentation of hedgerow links through the landscape. <p>Scope for mitigation include the following:</p> <ul style="list-style-type: none"> • Avoid development type, form and scale that would form prominent urban sprawl in the exposed Downs landscape. • Introduce strategic green fingers through the development that incorporate new woodland and existing trees that link with the adjoining wooded landscape, to help break up settlement massing, contain and soften the new settlement edge and provide an appropriate transition with open countryside, especially where this supports landscape character guidance. • Limit development height and density in the south of the site as a transition from rural to suburban settlement character. • Retain and enhance small woodlands and trees as part of a mature landscape framework that links between Ludgershall and the wooded hills to the northeast, woodland around the east of Tidworth and scattered woodland in the Downs landscape.
<p>3. Protect and enhance rights of way, public open space and common land?</p>	<p>A public footpath runs through the site, connecting from the adjoining consented development land and linking east across the rolling countryside toward outlying rural settlements. 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. 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 North Wessex Downs AONB sits approximately 600m northeast of the site. Two ancient woodlands and a Registered Park and Garden (Grade II) lie within 1.8km of the site. • Lying to the south of Ludgershall, this is a large site that comprises large arable fields bound by grass verges or fragmented, low hedgerows with occasional trees. • The site has an overriding rural character with little influence from the existing settlement and generally high levels of tranquillity. • A public footpath runs through the site, connecting from the adjoining consented development land and linking east across the rolling countryside toward outlying rural settlements. • The landscape is considered to be in generally moderate to poor condition with limited sense of place. • It is considered that the site is of generally medium landscape sensitivity to development. The site has generally medium 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>	
<p>1. Provide an appropriate supply of affordable housing?</p>	<p>The record of housing delivery to date at Tidworth and Ludgershall has broadly been in line with planned levels over the WCS plan period, with a significant supply to carry into the emerging plan period. 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 Tidworth and Ludgershall.</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 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?	<p>The Indices of Multiple Deprivation (IMD) 2019 indicate that the areas surrounding Tidworth and Ludgershall are subject to more modest levels of social deprivation, however the two towns are within areas of more deprivation. The site is within an area subject to lower levels. However, the site adjoins an area subject to more deprivation. Additionally, the site is very large and development could lead to wider benefits through new jobs and homes in this location. The site has the potential to deliver up to 2174 homes of all types and tenures. This site could deliver a significant number of affordable homes. Short-term benefits associated with construction jobs are likely to be apparent.</p>
2. Be accessible to educational, health, amenity greenspace, community and town centre facilities which are able to cope with the additional demand?	<p>Ludgershall town centre is situated within 0.8-1.8km of the site's northern and southern borders. Tidworth town centre is approximately 2.9-3.3km to the south-west of the site's nearest and farthest borders. The northern area of the site benefits from reasonably good access to existing and emerging sustainable transport options. Efforts will need to be made to ensure that all parts of the site benefit from access to sustainable transport options. The site is large and likely to be able to deliver a significant level of onsite amenity greenspace.</p> <p>A housing development at this site could generate the need for 199-283 early years school places, 481-674 primary school places and 342-478 secondary places. Early years needs would require a new 80-100 place full day care nursery. Land and contributions would be required for this. In meeting primary needs, at least one 2FE primary school and potentially a second 1FE primary school would be required on sites of 2ha onsite and financial contributions. Wellington Academy would require further expansion to meet secondary needs arising from this site. The school can potentially be expanded by 300 places, suggesting the number of homes would need to be capped at 1350. This would require a feasibility study and financial contributions.</p> <p>The site is within 0.5-1.7km of Castle Practice from the nearest and farthest borders. There are no particular provision issues identified across both Tidworth and Ludgershall. The closed GP surgery could provide a solution to providing some hosted services. Financial contributions are to be sought through development to ensure new residents have access to healthcare facilities, resulting in negative impacts on health provision.</p>
3. Promote/create public spaces and community facilities that support public health, civic, cultural, recreational and community functions?	<p>The site is very large and likely to be able to support a mixed-use development incorporating community uses. Opportunities to introduce community facilities adjoining school developments to create local/district centres to serve the development are likely to be apparent and should be incorporated where possible.</p> <p>New onsite community, education and recreational facilities will be required to serve a development of up to 2174 homes in locations that are accessible by sustainable modes of transport to all residents. These are like to be able to be delivered onsite, but where this isn't achievable, contributions should be sought.</p> <p>There may be opportunities to enhance PRoW LUDG2.</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>The site would predominately serve Ludgershall and Tidworth, however there may be some benefits for rural communities through new affordable homes and public transport in this location. This would most like be for rural communities to the south of the site. The size of the site is significant and wider reaching benefits are therefore more likely to be apparent.</p> <p>There may be some benefits of new affordable houses and public transport as a result of development at this site, however these benefits would be very limited.</p>
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Assessment outcome (on balance): Major (significant) positive effect

<p>Summary of SA Objective 10</p> <ul style="list-style-type: none"> • Development at this site could be less likely to have benefits of directing development towards a more deprived area. However, wider benefits for nearby areas of higher deprivation are likely to be apparent. • The site is likely to provide a significant number of affordable homes as part of a housing development. • The site has reasonably good accessibility to the town centres. • The site is very likely to support new formal greenspace, public open space and community facilities. • Early years and primary schooling provision require land and financial contributions to create new facilities to meet needs. Secondary schooling provision could be met through expansion of Wellington Academy; however, a feasibility study and financial contributions would be required. To sufficiently meet secondary needs through an expansion the number of homes would need to be capped at 1350. • Accessibility to existing health care provision is reasonably good and the services are performing reasonably well. Financial contributions would be necessary to avoid negative impacts on health services through an increase in patients. • The site is likely to support the onsite provision of community facilities and/or may make a contribution towards reducing rural isolation. • Overall, a major significant positive effect is likely. 	
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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>The site is considered large enough to accommodate a mixed-use development.</p> <p>Ludgershall has a primary school and small-scale shopping and employment opportunities. Many of the day-to-day amenities required for an enlarged community are accommodated within Tidworth and Andover to the west and east respectively. In this regard, Ludgershall is not considered self-sustainable and any additional housing, without the mitigation of additional employment and retail opportunities, would be likely to result in significant car dominated mode share.</p>
2. Provide suitable access and not significantly exacerbate issues of local transport capacity?	<p>Local Constraints</p> <p>The most significant constraint to the site is presented by the existing rail line, which presents a barrier to sustainable transport between the site and the town and would be likely to result in reduced bus access for the existing community should the development be brought forward.</p> <p>With limited access to the town, the site would be likely to be car dominated and this would further impact upon congestion in the town in early phases and in areas around Andover and Tidworth.</p> <p>The railway line also presents a barrier to achieving satisfactory vehicular access and it is considered by the Highway Authority that existing junctions and links do not have sufficient capacity to accommodate even the earliest phases of development. In this regard, a new access to Andover Road or the A326, via MOD land, is considered necessary to accommodate the first phases of development. Whichever access opportunity is delivered, connections in the opposing direction are also necessary to accommodate buses in the first instance and general traffic movements thereafter, with the capacity of connection dictating the scale of acceptable development; e.g. a segregated route through to MOD land and onto the A3026, with connections to the East to Andover Road, may be necessary for the full</p>

	<p>development to be realised – smaller quantum may be achieved with the new access to the east and with consecutive access through to Empress Way and Moyne Drive.</p> <p>Site Specific Mitigation</p> <p>The site will require connections into both Empress Way and Moyne Drive to the west for early phases, but a further connection to the east crossing the railway line will be necessary before a defined quantum of dwellings are constructed; this will need to be assessed for capacity impacts on existing junctions through the community to the west and onto the A3026.</p> <p>This phased approach should be considered temporary; whilst a small number of dwellings may be accommodated by local infrastructure, subject to connections being made, this may exacerbate capacities, especially with continuing background growth. In this regard, delivery of a new access to the east should be secured against an appropriate phased threshold of housing delivery, but also within a timeframe of the last occupation of dwellings to be accessed through routes to the west.</p> <p>This allocation should seek to deliver connections to the east and west that may provide a possible diversionary route away from the town centre; this may be the only justification for delivering such a large development in a rural town like Ludgershall.</p> <p>Necessary Strategic Mitigation</p> <p>None. It is recognised that the site-specific mitigation would further serve the entirety of Ludgershall and hence no further mitigation would be considered necessary.</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 proposals are segregated by the railway line from the majority of amenities that are encompassed within Ludgershall, including existing primary school. From the site boundary, via New Drove, the Primary school is nearly 2km walk from the site boundary. In the opposing direction from Shoddensden Lane, the school is closer at circa. 800m but is considered less accessible due to narrow carriageway width, including railway underbridge and no segregated pedestrian or cyclist infrastructure; for this route to be considered sufficient, the northern section would need to be restricted from vehicular use and all uses, and properties accessed from this lane accommodated by internal infrastructure to access the A342.</p> <p>Notwithstanding these points on access to the existing school, should this site be brought forward, then it is considered necessary that all necessary community facilities are included in the development plan and that sufficient retail, education and employment opportunities are delivered on site in a timely manner. Sites for employment, outside of the local centre and retail opportunities, will need to be addressed to avoid necessary car borne trips.</p> <p>With regards to any possible reinstatement of passenger rail services, however it should be acknowledged that the continued or enhanced use of the line presents a barrier to the development integrating into the existing community and hence the development should be considered as an isolated new community with infrastructure necessary to support this community.</p> <p>Bus: Ludgershall is served by the Active 8 and 80 services, with the Active 8 currently providing an hourly service between Salisbury, Tidworth and Andover in both directions, with each destination accessible for a typical 9am to 5pm working day; this is a Pandemic reduced service with normal running services operating Monday to Saturday with 4 buses per hour from Ludgershall to Tidworth and Andover, and 2 buses per hour to Amesbury and Salisbury; evening and Sunday service operate circa. hourly. The 80 service provides 4 buses per day in each direction to Swindon and Marlborough, however the service times do not appropriately serve any commuting purpose.</p> <p>The Active 8 service is currently only accessible from the A342 and whilst elements of the site may access this service within an appropriate 400m walking distance from Shoddensden Lane, the vast majority of the site would be beyond reasonable walking distance.</p> <p>Given the scale of the site, it is necessary for a new access to be provided across the railway line to the east and should appropriate connections be made with Moyne Drive or Empress Way, and that Moyne Drive becomes Highway Maintainable at Public Expense, then it is feasible for an additional service to directly accommodate the site, by diverting from Andover Road through the site to Moyne Drive or Empress Way and onwards to the A3026.</p> <p>The connections with either Moyne Drive or Empress Way are currently unavailable due to intervening land, thus presenting a possible ransom.</p> <p>If connections to Moyne Drive/Empress Way are unachievable, then onward connections to Somme Road should be sought and this will require full engagement with the MOD – which may not be forthcoming.</p> <p>Without bus friendly connections to both the west and east of the site, the site could not be considered sustainably connected by public transport.</p> <p>Rail: The continued or enhanced rail line presents a barrier to the new site integrating with the existing community, preventing it from being considered a sustainable addition to Ludgershall. Despite the significant merits that an operating high frequency rail line could add to Ludgershall, this actually represents a significant barrier to</p>

the sustainability of the site, prejudicing sufficient active travel links and reducing opportunities for the site and remaining town to be served by a contiguous bus service provision.

With specific regard to enhancing the rail provision, whilst the existing line connects into Andover, concern is raised for the impact upon the adjacent Salisbury to London line. This concern is raised due to the narrow track centres (<4m) which would prejudice the use of the main line for high-speed trains as the Ludgershall Line is in operation. This conflict would significantly weigh against the continued or enhanced use of the line and any such enhancement may require additional measures to be undertaken well beyond the site boundary.

Consideration of the site is therefore given against the likelihood that improved rail service provision is unlikely to serve the site without significant extra analysis and technical research. Notwithstanding this, should research conclude that commercial operation of the line is feasible, the points regarding active mode travel barriers with the existing community remain. In this regard, should the line become operational, then it should be proposed that a new station is positioned towards the east of Ludgershall, with the remaining unused line removed and opportunities to sustainably access between the development site and the A342 should be sought.

Service Vehicles: The development site will require a new access road between Empress Way and Andover Road to the far east of the town. Whilst this road network may avoid the most congested area around the War Memorial, service vehicles would still add to adjacent congested areas and this would require assessment by EIA.

Car: there is a very strong commuting draw between Tidworth and Andover; more so than any other working destination. Because the underlying data includes Ludgershall, this movement pattern is considered likely for both Tidworth and its smaller neighbour.

Given likely trip rates of 0.6 peak hour trips per dwelling, the site will generate up to 1,304 vehicle movements in both AM and PM peaks. Given the dispersal of commuting trips illustrated in Figure 1, the majority of these vehicle movements will travel along the A342 and add to current congestion at the Amesbury Road/Weyhill Road roundabout, along Red Post Lane and at Hundred Acre Roundabout. In the opposing direction, traffic will also add to congestion at the A338 double roundabouts in the centre of Tidworth.

These considerations above are made on the basis that the site is complete in delivering a through route (see bus consideration above). However, the initial phase, representing the allocated site of 270 houses and primary school, will access solely onto Empress Way and hence the congestion around the War Memorial and at the Astor Crescent/A3026 junction will be directly impacted by traffic from this phase and a large proportion of Phase 2 (if connecting roads are made available) before the link is made. Before the through link is achieved, it may be considered feasible to connect into Shoddensden Lane however this would raise strong objections from the Local Highway Authority due to insufficient highway width and forward visibility etc.

Despite the potential to connect to Empress Way which presents a potential to deliver early phases of development, the affected junction between Astor Crescent and the A3026 is problematic, with the need for shuttle operation across the railway bridge, difficult geometries, localised parking and visibility obstructions. This junction would need to be fully assessed to determine allowable additional development access; however, this is likely to have already been consumed by the adjacent allocated development. In this regard, the early phases of development may require access to both Moyne Drive and Empress Way, and these are both dependent on potential third party land.

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

Summary of SA Objective 11

- The site is considered large enough to accommodate a mixed-use development.
- The development site will require a new access road between Empress Way and Andover Road to the far east of the town.
- Ludgershall is not considered self-sustainable and any additional housing, without the mitigation of additional employment and retail opportunities, would be likely to result in significant car dominated mode share.

Local Constraints

The most significant constraint to the site is presented by the existing rail line, which presents a barrier to sustainable transport between the site and the town and would be likely to result in reduced bus access for the existing community should the development be brought forward. The railway line also presents a barrier to achieving satisfactory vehicular access

Site Specific Mitigation

The site will require connections into both Empress Way and Moyne Drive to the west for early phases, but a further connection to the east crossing the railway line will be necessary before a defined quantum of dwellings are constructed; this will need to be assessed for capacity impacts on existing junctions through the community to the west and onto the A3026. This allocation

<p>should seek to deliver connections to the east and west that may provide a possible diversionary route away from the town centre; this may be the only justification for delivering such a large development in a rural town like Ludgershall.</p> <p><u>Necessary Strategic Mitigation</u></p> <p>None. It is recognised that the site-specific mitigation would further serve the entirety of Ludgershall and hence no further mitigation would be considered necessary.</p> <ul style="list-style-type: none"> • Overall, given the significant issues discussed 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>Ludgershall town centre is situated within 0.8-1.8km of the site's northern and southern borders. Tidworth town centre is approximately 2.9-3.3km to the south-west of the site's nearest and farthest borders. The northern area of the site benefits from reasonably good access to existing and emerging sustainable transport options. Efforts will need to be made to ensure that all parts of the site benefit from access to sustainable transport options. Tidworth and Ludgershall does not currently benefit from a train station. It does however, benefit from good public transport linkages to Salisbury and Andover where access to the railway line is apparent. The site would be able to support a very large, mixed-use development. This suggests the site would be able to provide very good support to the vitality and viability of the town centres through new users. There is a risk of leakage of users to nearby facilities in Andover to the east.</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 0.8-1.8km from Castledown Business Park and 0.4-1-1.4km from Ludgershall Business Park. The site is very large and could support employment alongside housing. This could support a diversification away from a reliance on MOD employment. However, there is currently 10ha of employment land available at Castledown. While the built-out phase of the site boasts strong occupancy, the remaining part of the site is to be marketed with a view to delivering a mixed-use commercial development. There is a risk that employment land at this site could lead to competition with the delivery of Castledown constraining the delivery of either site. There could be an opportunity to bring forward floorspace to meet the needs of SMEs however, as there is currently a shortage in quality floorspace for these. It is likely that this site could support a very good range of employment needs, but transport improvements would be needed to support higher skilled employment. This could include bringing the railway line to the north of the site into use for passenger transport journeys. The site lacks good access the strategic road network and this potentially would need to be improved as a part of a development by increasing connectivity to Andover Road. Improved connectivity via sustainable modes, particularly cycling, would need to form part of a development at this site. This would support access to strategic transport connections and inward and outward commuting via sustainable transport modes. This could include the protection and enhancement of PRowS LUDG1, LUDG2 and LUDG34.</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 very 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 located to the south of Ludgershall and has a reasonable relationship with residential and employment land to the east. Land to the north-west of the site is to come forward for residential development including a school. The south and east of the site are open with limited development in these areas. The railway line to the north is a barrier to connectivity with the town centre and central residential area of Ludgershall. Despite this the site could support a significant mixed-use development. While local employment has been rising slightly since 2009, unemployment in the town remains low, suggesting out commuting is an issue. Therefore, while new residents could support the delivery of local employment land, it could also lead to adverse impacts of increased out-commuting.</p> <p>There may be opportunities to consider employment development alongside housing at this site. This is likely to have the most benefits of reducing travel to work distances. However, efforts would need to be made to ensure that any new employment land would not lead to competition with vacant land at Castledown Business Park.</p>

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

Summary of SA Objective 12

- Reasonably good accessibility to the town centres. The site is large and could provide very good support to the vibrancy and vitality 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 Tidworth town centre.
- The site would extend the existing residential area to the south of Ludgershall significantly.
- The whole of the site is within an accessible distance of existing employment land, but connectivity across the site would need to be improved.
- This is very large with very good potential to meet different economic needs through a mixed-use development, although development would need to avoid competition with existing employment land.
- New residents at this site could support employment land at Tidworth and Ludgershall through an enhanced workforce.
- Where possible, access to work via sustainable transport modes should be encouraged, with connectivity enhanced through development.
- Although there is some access to the A342 and Andover, Tidworth and Ludgershall is disadvantaged overall due to a lack of a train station at the town. Development at this site could lead to the commercialisation of the railway line.
- Overall, a moderate significant positive effect is likely.