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Tidworth and Ludgershall

Wiltshire Council LOCAL PLAN

Looking to the future

Site Selection Report for
Tidworth and Ludgershall



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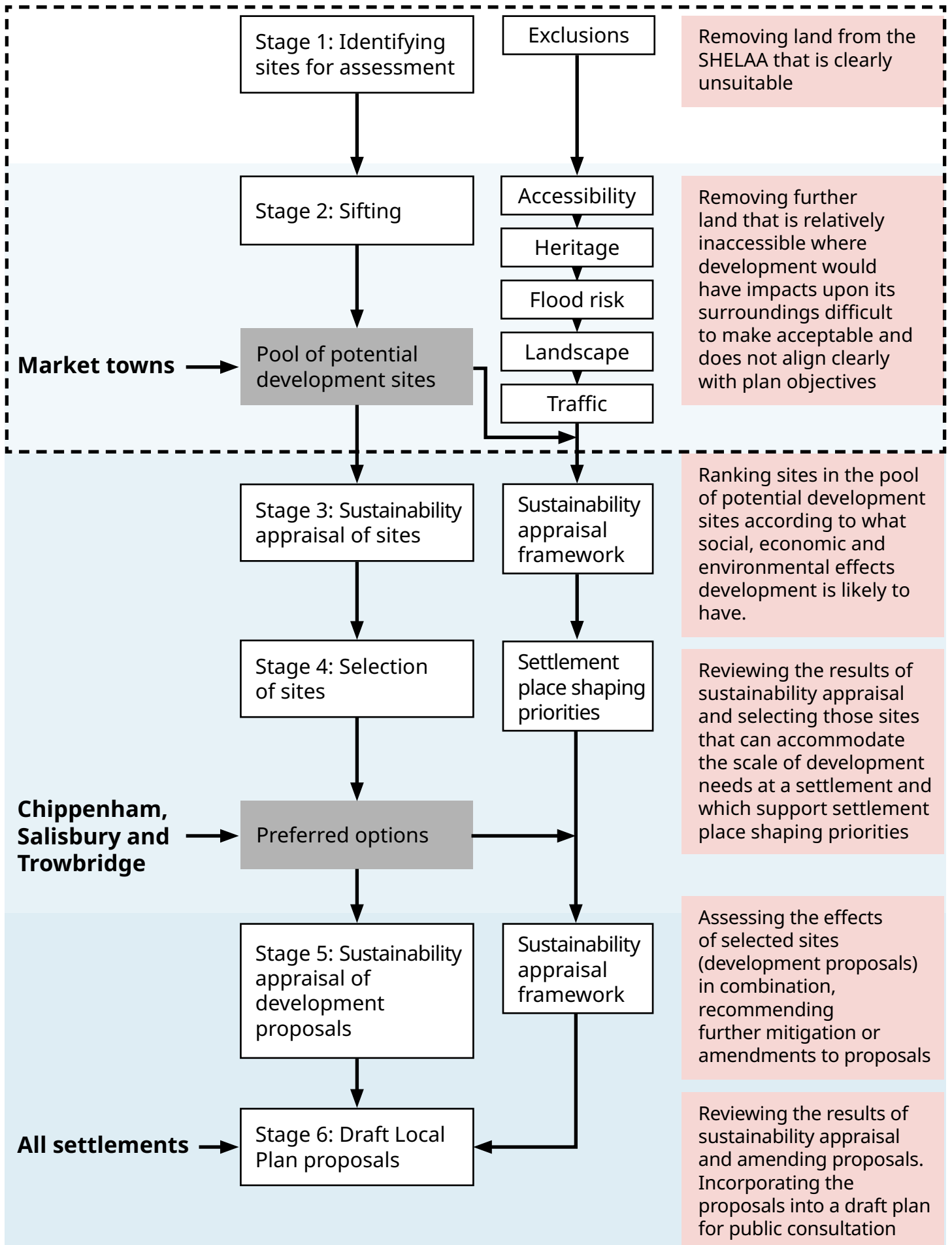
Purpose

The purpose of this paper is to explain how the Council has arrived at a pool of potential development sites from which development proposals needing greenfield land may be chosen.

Context - Wiltshire Local Plan Review

1. The Wiltshire Core Strategy is the central strategic part of the development plan for Wiltshire that sets the legal framework for planning decisions and is the basis that all neighbourhood plans must follow. It covers the period 2006-2026.
2. The Wiltshire Local Plan Review is being prepared to update the Wiltshire Core Strategy with a plan period of 2016- 2036.
3. An important part of keeping the development plan up to date is ensuring that development needs are met. This means accommodating new homes, business and other new uses supported by the necessary infrastructure; and finding land on which to build them.
4. As much as possible of the land needed will be previously developed land. Inevitably, in lots of cases, to meet the scale of need forecast, towns will also expand. A challenging part of planning for the future is therefore managing the loss of countryside by identifying the most appropriate land to develop on the edges of our settlements. This is the focus of this document.
5. This paper documents the stages reached in the site selection process for the settlement and concludes by showing the reasonable alternative sites that could be appropriate for development around the built-up area of Tidworth and Ludgershall – a pool of potential development sites. The content of this paper explains how this set of potential development sites has been arrived at. The Council considers these sites to be the reasonable alternatives based on a range of evidence and objectives of the plan that will be further assessed, including through sustainability appraisal.
6. Development proposals can be formulated using sites chosen from this pool. How much land depends upon the scale of need for development forecast over the plan period.
7. At Tidworth and Ludgershall the requirement emerging is for an additional 1,550 new homes over the plan period 2016 – 2036. From this overall requirement can be deducted homes already built (2016-2019) and an estimate of homes already committed and in the pipeline in the form of either having planning permission awaiting completion, resolution to grant planning permission or on land allocated for development in the Wiltshire Core Strategy and Wiltshire Housing Sites Allocation Plan. Taking account of this amount approximately 165 additional homes remain to be planned for over the plan period.
8. How this scale of growth was derived is explained in an accompanying report to this one called the ‘Emerging Spatial Strategy’.

Figure 1: Summary of the site selection process



The starting point – ‘Strategic Housing and Employment Land Availability Assessment’

9. Figure one shows the entire site selection process. This document covers stages 1 and 2.
 10. The Strategic Housing and Economic Land Availability Assessment¹ (SHELAA) provides the pool of land from which sites may be selected. The SHELAA is a register of land being promoted for development by land owners and prospective developers. Parcels of land are submitted for consideration for inclusion in Wiltshire Council’s plan, as well as Parish and Town Council neighbourhood plans².
 11. Plan preparation and not the SHELAA determines what land is suitable for development as it selects the most appropriate sites.
- ## Stage 1 – Identifying Sites for Assessment
12. This initial stage of the site selection process excludes those SHELAA sites from further consideration that constitute unsuitable land for development.
- ## Stage 2 - Site Sifting
13. A second stage assesses further those sites that have passed through Stage 1 and results in a set of reasonable alternatives for further assessment through sustainability appraisal.
 14. Using a proportionate amount of evidence³, more land is therefore removed from further consideration. It can be removed because it is relatively inaccessible and where development would have impacts upon its surroundings that would be difficult to make acceptable.
 15. To determine what land to take forward for further consideration and which not, however, also involves considering how much land is likely to be needed and what areas around the settlement seem the most sensible. Such judgements take account of:
 - (i) emerging place shaping priorities⁴ for a community (these outline what outcomes growth might achieve);
 - (ii) the intended scale of growth;
 - (iii) what future growth possibilities there are for the urban area;
 - (iv) what the past pattern of growth has been; and
 - (v) what significant environmental factors have a clear bearing on how to plan for growth.⁵
 16. It may be appropriate for some SHELAA land parcels to be combined together to create more sensible or logical development proposals. Parcels of land may therefore be assembled together into one site for further assessment. This stage allows these cases to be recorded⁶.

¹Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website.

²Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

³To meet national requirements, plans must be sound, justified by having an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.

⁴The role and function of place shaping priorities is explained in the settlement statement.

⁵Regulations on the selection of sites allow those preparing plans to determine reasonable alternatives guided by the ‘plans objectives’ so long as this is explained. This stage does so explicitly.

⁶Land promoted for development is defined by land ownership boundaries and over what land a prospective developer has an interest. It does not necessarily represent what land is needed for a logical or sensible development proposal. A logical proposal may be smaller or larger or combine different owners’ interests.

Next Steps in the site selection process

17. The result of this part of the site selection process is a set of reasonable alternative sites. Where greenfield land must be built on to meet the scale of need, land for development proposals will be chosen from this pool. Views on each site are invited alongside a settlement's suggested scale of growth over the plan period (2016-2036) and the plan's priorities for the community. The results of consultation will inform the formulation of development proposals.
18. Each of the sites that is a reasonable alternative will be examined in more detail. They will be subject to sustainability appraisal, stage three. This assesses the likely significant effects of potentially developing each site under a set of twelve objectives covering social, economic and environmental aspects. It helps to identify those sites that have the most sustainability benefits over those with less. It also helps to identify what may be necessary to mitigate adverse effects and what measures could increase benefits of development.
19. The most sustainable sites are those most likely to be suited to development. Sustainability appraisal may recommend sites, but it is also important to select sites that support the plan objectives and place shaping priorities for a settlement, in particular. Carrying out this selection of sites is stage 4.
20. Stage 3 sustainability appraisal looked at how each potential development site performed individually. Stage 5 carries out sustainability appraisal looking at development proposals together and what effects they may have in combination. This will lead to amended proposals and more detailed mitigation or specific measures to maximise benefits from development.
21. Development proposals are also subject to more detailed assessments; by viability assessment to ensure that they can be delivered and by assessment under the Habitats Regulations in order to ensure no adverse effects on Natura 2000 sites. The results of these steps may amend development proposals.
22. Stage 6 therefore draws in the work of viability assessment, habitats regulation assessment and sustainability appraisal to produce proposals that can be published in a draft version of the reviewed Local Plan, which will then be published for consultation.
23. As stated previously, this document only covers stages 1 and 2 in detail. These stages are described further in the following sections.

Stage 1 Identifying Sites for Assessments

24. This stage starts with all SHELAA land parcels on greenfield land at the edge of Tidworth and Ludgershall and ensures they are appropriate for site selection. Land parcels that are not or could not be extensions to the existing built up area are not included. Figure 2 shows that no further sites have been excluded at this stage.
25. Land to the east of Ludgershall has been promoted to the Test Valley Borough Council SHELAA. These have not been considered as potential allocation in the Local Plan Review given the relatively small amount of land that is required at Tidworth and Ludgershall, and the ample pool of sites identified which are better related to the town.

Figure 2 Map showing stage 1 SHELAA land excluded



Stage 2 Site Sifting

Methodology

25. This stage of the site selection process sifts out sites to provide a reasonable set of alternatives for further assessment. There are two parts to this stage of the process (A) accessibility and wider impacts and (B) strategic context.

A. Accessibility and wider impacts

26. Firstly, the individual merits of each site are assessed to understand their strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Sites more likely to have unacceptable impacts or which are relatively inaccessible are less reasonable options.

Accessibility

27. Sites that are relatively inaccessible are much less likely to be reasonable alternatives and may be rejected from further consideration.

28. Accessibility is represented as a heat map of travel times on foot, cycling and public transport to important destinations for residents - the town centre, principal employment areas (including employment allocations), secondary schools and hospital and health centres (including GP surgeries).

29. Sites are categorised overall as low accessibility (red), medium accessibility (amber) or high accessibility (green).

Wider impacts

30. **Landscape:** A site that creates a harmful landscape or visual impact that is unlikely to be successfully mitigated may be rejected.

31. **Heritage:** Assets outside the sites under consideration may be harmed by development. This stage identifies where those assets are, their nature and importance, and assesses the potential for harm that may result from the development of some sites.

32. **Flood Risk:** All land on which built development may take place, by this stage of the selection process, will be within

flood zone 1; the areas of the country with minimal flood risk. Flood risks from all sources are a planning consideration, this step will identify sites where development may increase risks outside the site itself.

33. **Traffic:** Developing some sites may generate traffic that causes an unacceptable degree of harm, in terms of worsening congestion. Others may be much better related to the primary road network (PRN). This can lead to other harmful impacts such as poor air quality or impacts upon the local economy.

34. The results of each of these 'wider impact' assessments are gathered together and categorised as high (red), medium (amber) and low (green) level of effects for each site under each heading.

B. Strategic Context

35. Having gained a picture of the relative strengths and weaknesses of each site, the next step is to draw this information together and decide which ones would be reasonable alternatives and which ones not.

36. Unlike the first part of this stage, this requires judgement about what pool of possible land for development constitutes a set of reasonable alternatives for consideration at a settlement. This must not pre-judge more detailed testing of options but rule out others that are clearly less likely to be characterised as being reasonable options and therefore unnecessary to assess in greater detail at later stages.

37. The distribution and number necessary to provide a reasonable pool of alternative sites can be influenced by each settlement's role in the spatial strategy and the scale of growth to be planned for, by the pattern of growth that has taken place at a town as well as significant environmental factors. This is called the site's strategic context.

38. Whilst the first set of evidence provides information about each individual site, evidence in the form of a settlement's 'strategic context' provides the basis for

further reasoning by which some land parcels are selected for further consideration and others rejected. They can indicate future growth possibilities, directions to expand, for an urban area.

39. This strategic context evidence describes the settlement's:

- Long-term patterns of development
- Significant environmental factors
- Scale of growth and place shaping priorities
- Future growth possibilities for the urban area

40. Referring to these aspects, there can be several influences upon whether a site is taken forward for further consideration.

Common examples would be:

- The scale of the pool of sites that will be needed. The less additional land that is needed the smaller a pool of sites may need to be and so perhaps only the very best candidates need to be considered further.

- What SHELAA sites may be consolidated into one (and sometimes which ones not). A historic pattern of growth, or the need for a new direction of growth may recommend a SHELAA site is combined with another in order to properly test such an option.

- A desirable pool of sites might favour a particular distribution or set of locations because it might help deliver infrastructure identified as a place shaping priority for the settlement.
- Continuing historic patterns or, in response to a significant environmental factor, looking for new directions for growth may recommend a site that helps to deliver such a course.

41. Sometimes these influences will not bear on site selection. In other instances, they may be important.

42. A description of the settlement strategic context for Tidworth and Ludgershall is shown in the table below

Tidworth Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Tidworth originated as two separate villages, North Tidworth and South Tidworth. A significant military presence has driven the merging of two villages to one town and dominates the predominately rural landscape surrounding the town.</p> <p>New development has therefore tended to be in small urban extensions for either civilian or military personnel housing, most recently to the north-east of the town and east of the A338.</p> <p>The A338 is a north to south arterial road, which connects to the A3026 in the north east and bridges the open space between Tidworth and Ludgershall.</p> <p>The town is somewhat disproportionately shaped with much of the housing positioned to the north and Tidworth Camp to the west of Tidworth Town Centre.</p> <p>New housing to the north of Tidworth has most recently been built out, but undesignated woodland and Windmill Drive form an urban edge, which may restrict in this area and to the east of Tidworth.</p>
Significant environmental factors	<p>The town is wholly situated within the Salisbury Plain Training Area.</p> <p>The Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest area situated to the west of Tidworth.</p> <p>Flood zones 2 and 3 associated with the River Bourne are apparent through the centre of the town, which flows from the north through the town to the south. It is within the River Avon catchment.</p>

Context criteria	Detail
	<p>There is a valuable historic landscape to the south of the garrison including Tidworth Park and Grade II* listed Tedworth House.</p> <p>Furze Hill Chalk County Wildlife Site, Ashdown Chalk County Wildlife Site and Ashdown Copse are situated to the south east. Woodlands are also situated to the east, including Clarendon Hill and Dunch Hill; and west, including Furze Hill, of the town creating a defined urban edge in these directions.</p>
Scale of growth and place shaping priorities	<p>The emerging strategy looks to deliver a lower level of growth across Tidworth and Ludgershall, to account for a number of homes in the pipeline to deliver significant growth at the town.</p> <p>Place shaping priorities include the delivery of additional homes to meet local needs, promotion of the regeneration of the town centre and diversification of the local employment offer.</p>
Future growth possibilities for the urban area	<p>Land surrounding the settlement is predominately controlled by the MOD and only a small portion of additional land is required for additional growth. Opportunities presented include:</p> <ul style="list-style-type: none"> • To the south of Tidworth Camp. • To the north/north-west of Tidworth.

Ludgershall Strategic Context

Context criteria	Detail
Long-term pattern of development	<p>Ludgershall has grown outwards from a historic core, which now forms the town centre, following Andover Road (A342) to the east and west, which forms an arterial road linking the town to Tidworth in the west and Ludgershall in the east.</p> <p>Development in the west of the town has been associated with the military, including more recent service family accommodation. Civilian housing to the east, including more recent residential growth to south/south east of the town of the railway line.</p> <p>The eastern edge of Ludgershall meets the Wiltshire and Test Valley Borough Council boundary.</p> <p>While Perham Down military village and Swinton Barracks are positioned outside of the settlement boundary to the south west of Ludgershall.</p>
Significant environmental factors	<p>North Wessex Downs Area of Outstanding Natural Beauty is positioned to the north of Ludgershall. Although positioned away from the settlement boundary, it partially adjoins the settlement to the north of the easternmost boundary.</p> <p>Ludgershall Conservation Area and Ludgershall Castle Scheduled Monument positioned in the town centre and extend to the north stretching beyond the settlement boundary.</p> <p>A MOD railway line follows Andover Road (A347) from the east and meets a railway head in central Ludgershall.</p>
Scale of growth and place shaping priorities	<p>The emerging strategy looks to deliver a lower level of growth across Tidworth and Ludgershall, to account for a number of homes in the pipeline to deliver significant growth at the town.</p> <p>Place shaping priorities include the delivery of additional homes to meet local needs, new commercial leisure and community facilities, improvements to the local transport network, diversification of the local employment offer and aspirations to explore a commercial rail line.</p>

Context criteria	Detail
Future growth possibilities for the urban area	<p>Land surrounding the settlement is largely controlled by the MOD and only a small portion of additional land is required for additional growth. Opportunities presented in Wiltshire include:</p> <ul style="list-style-type: none"> • Large scale growth to the south-east. • Large scale growth to the south-west. • Growth to the to the north. • Smaller scale growth to the west and northwest. <p>Land to the east within the Test Valley authority boundary is not considered a possibility at this time, as growth in this direction would be unable to follow patterns of growth and achieve sufficient access to the services and facilities at Ludgershall town centre.</p>

Combining sites

43. Assessment may also suggest combining sites together. To be combined land must:

- be a smaller parcel within a larger one, the smaller site will be absorbed and subsequently removed; or
- abutting each other and not have any strong physical barrier between them, such as a railway, river or road.

45. The map that follows illustrates the results of this stage of the process showing those sites that have been removed and those that should go forward for further assessment through sustainability appraisal.

Site Assessment Results

44. The following table shows the results of Stage 2. It sets out judgements against each of the SHELAA sites, taking into account both the accessibility and wider impact considerations and strategic context described above. It identifies where it may be appropriate to combine sites and which sites should and should not be taken forward.

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3038	Land West of A338, Tidworth						<p>A large site, next to the A338, that extends away from the town towards the south and form part of Tidworth Park and is subject to a wooded landscape.</p> <p>Development would likely impact on several onsite and offsite heritage assets. Those within the site boundary are the Grade I listed Church of St Mary and Grade II listed Lodge. Both are positioned adjacent to the A338. The western boundary of the site falls in close proximity to listed assets at South Tidworth House, these are Grade II* South Tidworth House, Grade II Gateway to the Kitchen Garden and a Grade II Stable Block. The site lies within the mature designed landscape setting of the offsite country house and interrupts the essential relationship between house and onsite church and lodge. Therefore, these assets are sensitive to any new development. Additional potential heritage impacts are on the setting of the Grade II Jellalabad barracks to the north of the site.</p> <p>In relation to landscape, the site forms part of Tidworth Park which, whilst not listed is an important historic parkland, provides an important gateway character and setting for the onsite St Marys Church with views across from Tedworth House to the west.</p> <p>The River Bourne flows through the site, as such constraints include areas of Flood Zones 2 and 3 associated with the River in the north and along the western boundary of the site. However, a significant part of the site is outside of these.</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p>	✘

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>The site has been assessed as having reasonable access to services and facilities at the town.</p> <p>Therefore, the site is highly constrained. Impacts across the topics at this stage suggest that this site is considerably more constrained than any other site assessed at Stage 2. Therefore, it is rejected from further consideration.</p>	
3036	Land South of The Mall, Tidworth						<p>The site is a narrow linear site that is to the south of Tidworth Camp.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>Impacts on the setting of heritage assets would be likely as the site is positioned in the setting of the offsite Grade II listed Jellalabad barracks and historic barracks as a whole. The site also constitutes designed landscape setting of Tidworth Barracks. Opportunities for mitigation are deemed possible and should be investigated through further assessment.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
3037	Land South of Bulford Road, Tidworth						<p>Site is modestly sized. The site sits fairly evenly, although it slopes towards the north-east. It is bounded by roads on all sides.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>There is the potential for heritage impacts on the setting of Grade II listed Jellalabad barracks and historic barracks as a whole. The site also constitutes designed landscape setting of Tidworth Barracks and heritage impacts would require further assessment.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>It has view open views from Burford Road and is bounded to the south by the Green infrastructure woodland of Clive House Plantation.</p> <p>The site is positioned 1500m from a congested corridor and there is some potential for traffic impacts as a result.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
3111	North-west Tidworth						<p>This is a relatively large site to the north of Tidworth, which is separated from 3110 by woodland. Development at the site would extend the town towards the Salisbury Plain, including the military training camp. With the Salisbury Plain Special Area of Conservation, Special Protection Area and Site of Special Scientific Interest situated approximately 0.2km from the western boundary of the site at its nearest point.</p> <p>There is the potential for heritage impacts on setting of Sidbury Hill Scheduled Monument and the sensitive setting Sidbury Hill in which associate monuments lie. These impacts would require further assessment.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>The site is positioned 1000m from a congested corridor and there is an increased potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
3110	Land West of Pennings Road, Tidworth						<p>Site is modestly sized, which only partly adjoins the settlement boundary. It is separated from 3111 by woodland.</p> <p>There is the potential for heritage impacts arising through impacts on setting of Sidbury Hill Scheduled Monument and the sensitive setting Sidbury Hill in which associate monuments lie. These impacts would require further assessment.</p> <p>In landscape terms, the site is an important gateway into the settlement of Tidworth with open views from the A338 across the site, meaning development here would be visually sensitive and account would need to be taken of the defined urban edge context and woodland green infrastructure corridors that surround it.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>The site is positioned 1000m from a congested corridor and there is an increased potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2063	Land North of A3026, Ludgershall						<p>A modestly sized site, although the triangular shape may limit the developable area. Developability may also be affected by the topography, as the site slopes upwards from the west towards the east.</p> <p>In landscape terms, the site is open to views to the north west particularly towards Windmill Hill Down. This would require a master planning approach and careful management the rural / urban edge along the north east boundary of the site. The extent of these impacts and possible mitigation is to be explored through further assessment.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>It is within 500m of a congested corridor, suggesting that development is likely to lead to traffic impacts and the site is less favourable in traffic terms.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
2062	Land North of Wellington Academy, Ludgershall						<p>Modestly sized site, which currently forms playing pitches for the adjoining school.</p> <p>The site is open to views to the north west especially towards Windmill Hill Down, suggesting there is a potential for landscape impacts. This would require a master planning approach and careful management the rural / urban edge along the north east boundary of the site. The extent of these impacts and possible mitigation is to be explored through further assessment.</p> <p>It is within 500m of a congested corridor, suggesting that development is likely to lead to traffic impacts and the site is less favourable in traffic terms.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2067	Land North-east of A342, Ludgershall						<p>Triangular shaped, smaller site to the north of an existing allocation/permission at Drummond Park. The A342 is positioned to the south and separates the site from Drummond Park, while the historic railway line separates the site from 3468 to the east.</p> <p>There is the potential for landscape impacts as the site has open views across to the wider countryside to the north and forms a prominent site as a gateway into the settlement of Ludgershall. It also lies adjacent to an old railway line green infrastructure corridor. Landscape impacts</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>and the possibility for mitigation is to be investigated further.</p> <p>There is the potential for heritage impacts on the setting of Ludgershall Castle Scheduled Monument.</p> <p>Further potential impacts are on setting of designated Ludgershall Conservation Area. Further assessment is required.</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
3468	Land North of A342, Ludgershall						<p>A smaller site, separated from 3468 to the west by a historic railway line.</p> <p>In landscape terms, the site has open views across to the wider countryside to the north and forms a prominent site as a gateway into the settlement of Ludgershall. The old railway line forms a prominent green infrastructure corridor. Landscape impact and possible mitigation requires further investigation.</p> <p>There is the potential for heritage impacts on the setting of Ludgershall Castle Scheduled Monument, which the site is positioned within. Further potential impacts are on setting of designated Ludgershall Conservation Area. Further assessment is required.</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
2066	South-west Ludgershall (Ludgershall 12)						<p>Site is very large sized, but tends to sit fairly evenly in the landscape. The land is under MOD control and potentially in operation by them as it currently forms part of an army base.</p> <p>The site is positioned 1000m from a congested corridor and there is an increased potential for traffic impacts. At this stage, it seems that the site is subject to few constraints and further assessment of wider factors is to be undertaken.</p> <p>There is the opportunity to consider this site in combination with sites 2064 and 2065 at the next stage to best achieve access.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
2065	South-west Ludgershall (Ludgershall 4)						<p>Site is large and tends to sit fairly evenly in the landscape, but access is potentially an issue if the site were to be considered independently from 2064 and 2066. Under MOD ownership and potentially in operation as it currently forms part of an army base.</p> <p>The site has a large covering of woodland which limits the potential for development in landscape terms. There are some open areas to the south which could allow development, but these would require to be sensitively designed into a masterplan. The extent of landscape impacts and potential for mitigation is to be investigated further.</p> <p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts.</p> <p>Opportunity to consider this site in combination with sites 2064 and 2066 at the next stage to best achieve access.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.	
2064	South-west Ludgershall (Ludgershall 3)						<p>Site is reasonably large and tends to sit fairly evenly in the landscape. The site is currently under MOD ownership</p> <p>The site is 1500m from a congested corridor and there is some potential for traffic impacts. At this stage, it seems that the site is subject to few constraints and further assessment of wider factors is to be undertaken.</p> <p>Opportunity to consider this site in combination with sites 2065 and 2066 at the next stage to best achieve access.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	✓
555	Land at Empress Way, Ludgershall						<p>The site is positioned to the south east of Ludgershall. The northern boundary follows the railway line, while the eastern boundary tends to follow the Wiltshire/ Test Valley border. The site is significant in size, particularly when considered comparatively to the existing settlement of Ludgershall.</p> <p>The topography of this site is fairly even for the vast size, however land in the north begins to rise at the east, towards Shoddesden Lane. There is the potential for landscape impacts due to the vast size of the site and the potential for encroachment into this rural setting, which includes the hamlet of Great Shoddesden, which is situated to the east of the south-eastern corner of the site and east of the Wiltshire Council border. The extent of landscape impacts and potential for mitigation is to be assessed further.</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>The site is subject to a reasonable level of accessibility to services and facilities.</p> <p>Land to the north-west of the site comprises an existing allocation, which extends the settlement to the south east. To achieve primary access careful phasing to deliver the housing allocation prior to any development at this site would be required. The northern part of the site, with a southern boundary that runs perpendicular to that of the adjacent allocated site to the west, may be suitable for development. Any potential for phasing or a reduced developable area is to be investigated further.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	
3498	Land East of Crawlboys Road, Ludgershall						<p>The northernmost boundary of this site adjoins the North Wessex Downs Area of Outstanding Natural Beauty. As such, development at this site would extend the town towards the designation. The north-eastern boundary is subject to thick vegetation which could enable screening, however.</p> <p>Additionally, the site is prominent on the crest of a hill which if developed would create urban encroachment into the rural setting. The extent of this impact and potential for mitigation should be considered through further assessment.</p> <p>In relation to heritage, there is the potential for impact on setting of Grade II listed Crawlboys Farm from northern section of site and on the setting of Ludgershall Castle Scheduled Monument. Additionally, farmsteads in the area have a fundamental relationship with their surrounding hinterland and</p>	✓

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B - Overall judgement	Taken Forward
							<p>a visual relationship of site with royal hunting forest to north and east as been identified. Heritage impacts require further investigation.</p> <p>The site should go forward for further assessment as there does not appear to be any overriding significant impacts that justify rejecting the site at this stage.</p>	

The following sites have been combined:

Ref	Reason
2064, 2065, 2066	<p>These sites are not subject to any physical barriers and together could provide an extension to the existing urban area.</p> <p>Considered to be under the same ownership and the best opportunity to achieve access is likely to be through considering these sites as a cluster.</p>

Conclusion

46. **The map on page 23** shows the final pool of potential development sites. From these sites may be selected those necessary to meet scales of growth and priorities for the town over the plan period. Only some of the sites, if any, will be developed and not every part of those sites will be developed due to the need to include land for mitigation.

Figure 3: SHELAA land excluded at Stage 2

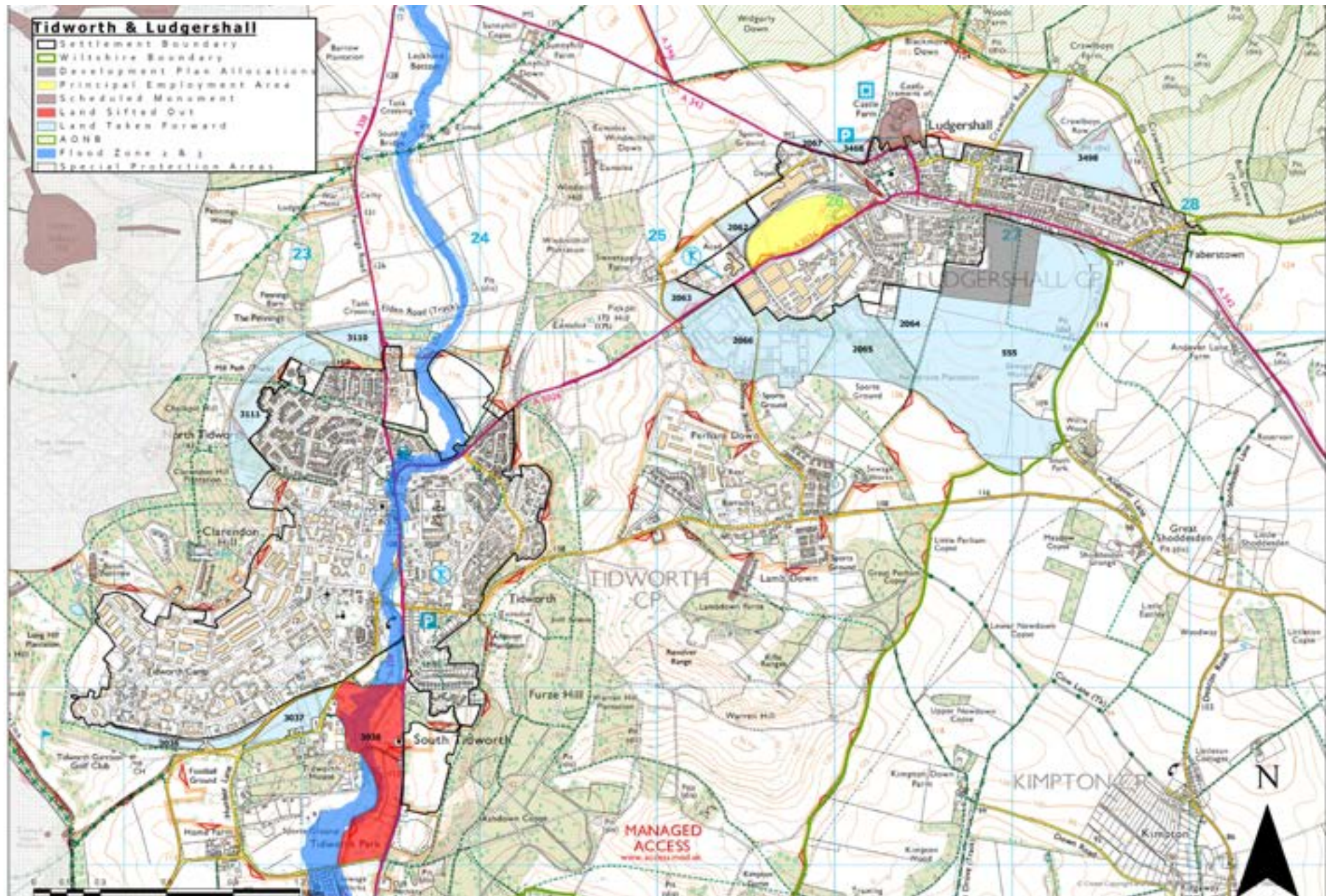
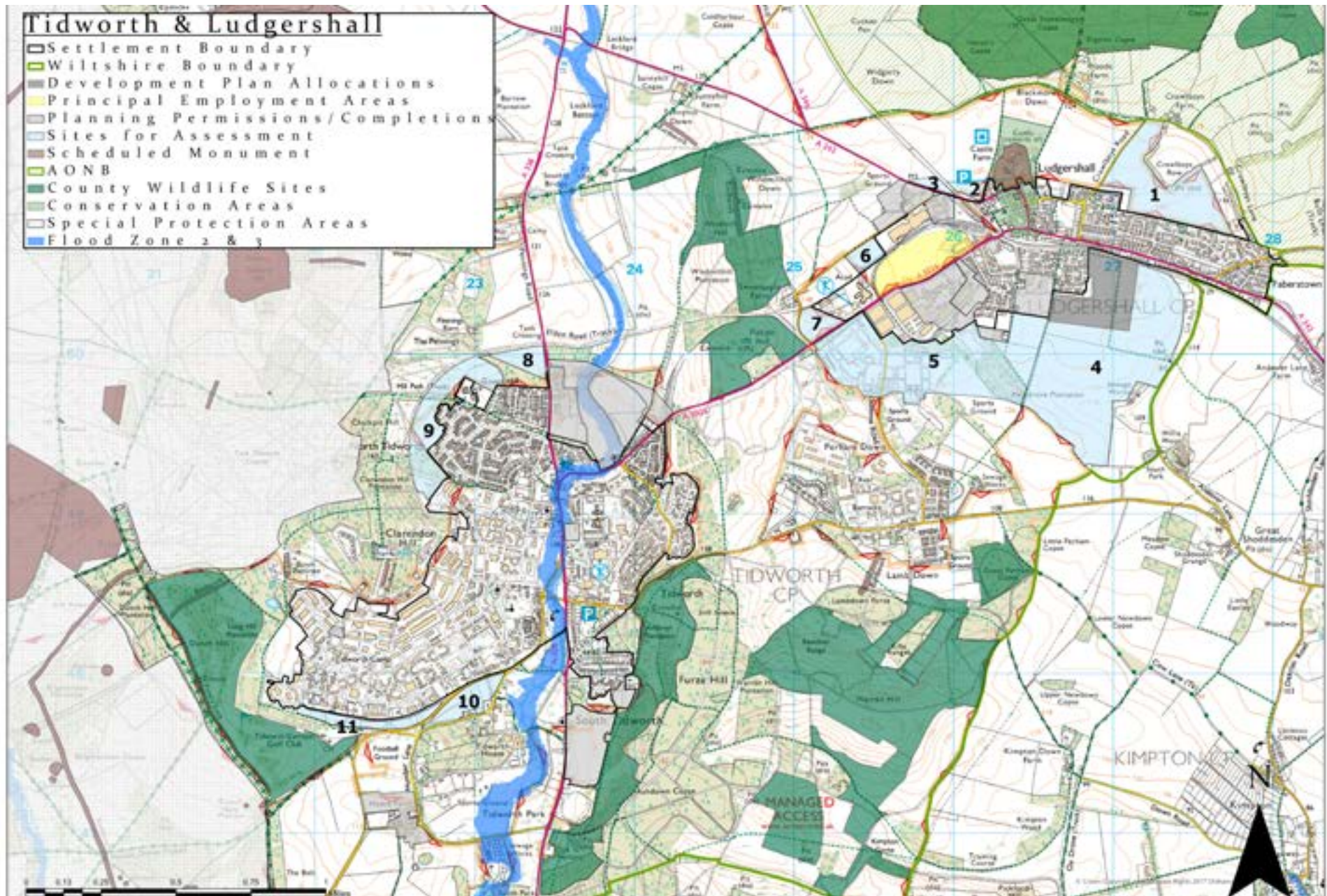


Figure 4: Final pool of potential sites for further detailed assessment



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