



Defence
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**Salisbury Plain
Army Basing Programme**

**Planning Context Report
Consultation Draft
Phase 3 Report**

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Army Basing Programme: Infrastructure Delivery

Planning Context Report – Consultation Draft



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Executive Summary

The Army Basing Programme (ABP) is the latest in a series of major announcements by the Government towards a major reconfiguration of the British Army. Shortly after the Government took office in 2010 it published the Strategic Defence and Security Review (SDSR) which envisaged a reduction of personnel in the Army, the redeployment of British forces personnel from Germany to the UK and a reconfiguration of the Army into five regionally-based multi-role brigades.

The Army Basing Programme announced on 5th March 2013 is based on the new Army 2020 plan outlined in July 2012. Two key principles guided the Review: that the armoured infantry brigades should be centred round a single location, and the Army should retain a UK-wide presence. The Basing Review envisages an Army increasingly consolidated around seven centres in the UK with the closure of a number of bases, a faster withdrawal from Germany and an end to the culture of routine rotation in the UK. The Government has committed £1.8 billion to the new basing plan, of which £1 billion will be spent on new accommodation.

The ministerial announcement on 5th March confirmed Salisbury Plain as a major focus of the Reaction Force element of Army 2020, with three Armoured Infantry Brigades based around Salisbury Plain. The Salisbury Plain Training Area is the only place in the country where the Army can carry out certain complex training exercises and the concentration of synergistic units around Salisbury Plain is intended to facilitate these exercises. In total around 4,300 extra personnel and their dependants will be rebased in Salisbury Plain.

The key deliverables of the Army Basing Programme in Salisbury Plain are:

- extensive new build for single living accommodation (SLA)
- conversion of existing SLA blocks
- additional messing facilities
- extensive new build and some conversion of existing technical accommodation, including workshops, garages, armouries, stores and offices, and
- up to 1,400 new houses for military personnel and their dependants.

The total number of SFA required is 1,380 and the proposal for the supply of these houses is:

199 No. Purchase commercial stock to de-risk the Army Basing Programme supply, as this number of SFA are required by April 2015 and cannot be procured for construction in time available

1,181 No. Remaining requirement for AB Programme to be included in the Masterplan.

DIO is working closely with Wiltshire Council to develop a Masterplan for Salisbury Plain. To support planning applications, the Masterplan will establish the constraints and opportunities for new development, as well as providing an overview of where development will take place. This will include expansion of current army bases, additional training facilities and new housing for service

families. Proposals for any associated infrastructure which may be required, such as additional schools, health and leisure facilities provided by Wiltshire Council, can then be developed.

This report sets out the findings of the SFA site sift exercise. The long list of sites identified in previous stages has been assessed to rule out heavily constrained sites. The remaining sites were evaluated against a set of weighted criteria to assess their suitability for SFA. Land parcels which had a positive or neutral impact on scoring criteria were given high scores. Next, each candidate parcel was given an overall suitability score which is represented graphically in a heat map. Low scoring parcels were largely discounted and a schedule of possible SFA sites for further investigation was drawn up.

Following a Multi Criteria Analysis (MCA) of all SFA candidate sites against three themes of Environment (landscape impact, biodiversity, heritage etc.), Accessibility (to services/facilities) and Impact (proximity to duty stations and coalescence of settlements). The results are:

SFA SITE SUMMARY		
AREA	Preferred Sites	Potential Sites
BULFORD	B6 - B7 - B16 - B19 - B23	B9 - B30
LARKHILL	L15a - L15b - L17a	L2 - L13b - L18
PERHAM DOWN & LUDGERSHALL	PL3 - PL4 - PL12 - PL13	PL7 - PL18
TIDWORTH	T12 - T14 - T15 - T16	T19

SFA SITE SUMMARY			PREFERRED & POTENTIAL SPLIT			
AREA	Total No. of Sites under Consideration for SFA	Total Area Ha	No. of Preferred Sites	Area Ha	No. of other Potential Sites	Area Ha
BULFORD	7	54.79	5	45.28	2	9.51
LARKHILL	6	112.92	3	56.46	3	56.46
PERHAM DOWN & LUDGERSHALL	6	141.98	4	70.99	2	70.99
TIDWORTH	5	46.36	4	23.18	1	23.18
TOTAL	24	356.05	16	195.91	8	160.14

(Preferred Site: Scoring meets threshold, may require minor mitigation)

(Potential Site: Scoring meets threshold but requires mitigation)

The proposals for rebasing in and around the Salisbury Plain Training Area raise a number of issues regarding the local socio-economic infrastructure. The report includes a preliminary socio economic assessment which examines the demand for key social and economic infrastructure.

The report also includes chapters on military base development, training requirement, transport and heritage matters.



1 Introduction

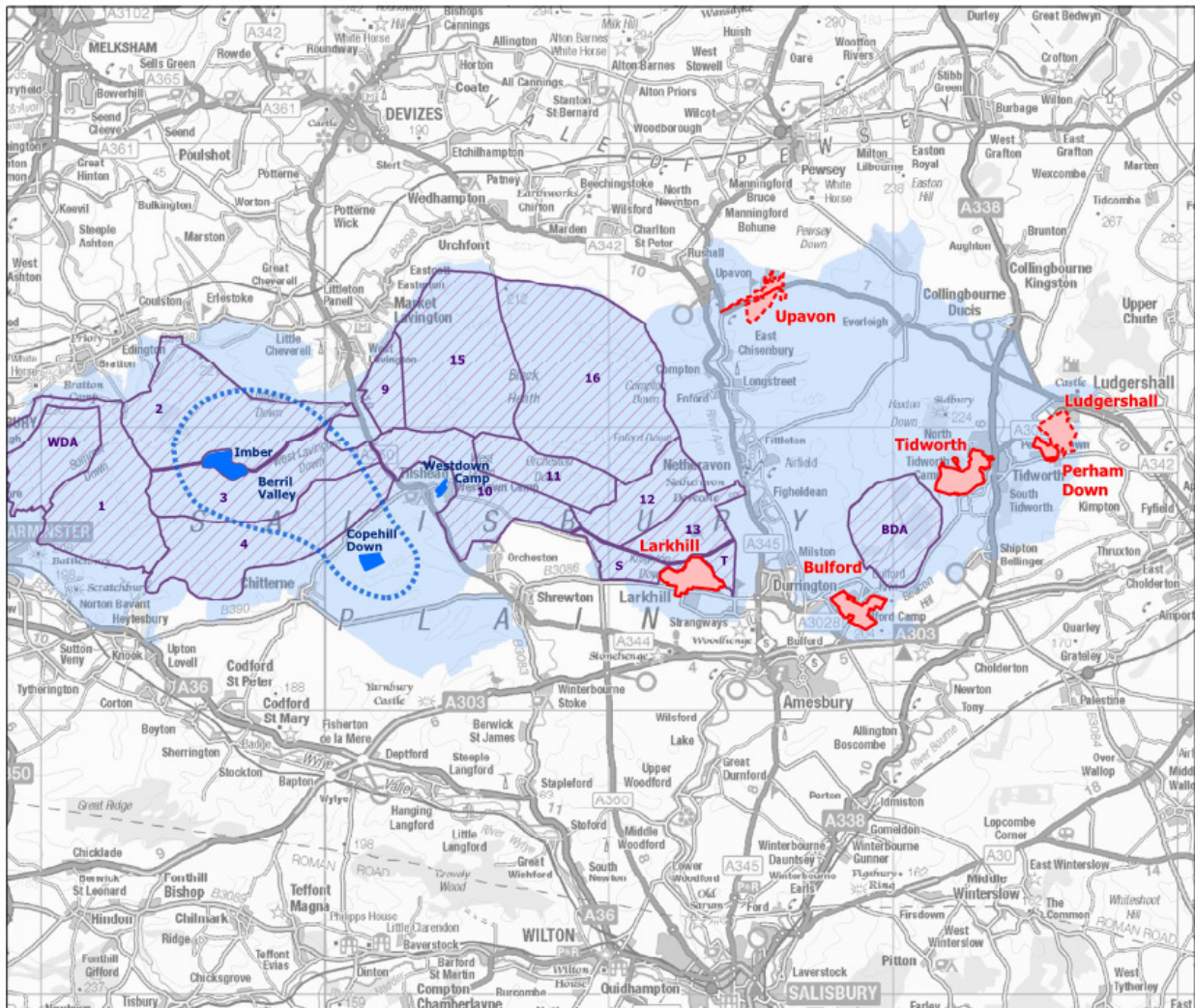
1.1 Overview

- 1.1.1 In March 2013, Defence Secretary Philip Hammond announced the Army Basing Programme, which sets out the future lay down of the British Army, as units return from Germany. It entails a restructuring to deliver its future operating model, known as Army 2020. The proposals under Army 2020 identified Salisbury Plain as the location for a Reaction Force Brigade Division Headquarters, with three Armoured Infantry Brigades. The proposals will bring approximately 4,300 military personnel and their dependants, relocated to the Tidworth, Ludgershall (specifically Perham Down), Bulford, and Larkhill areas, in a phased programme between 2014 and 2019. The precise locations are to be highlighted as part of the forthcoming Masterplan exercise.
- 1.1.2 The key deliverables of the Army Basing Programme in Salisbury Plain are:
- extensive new build for single living accommodation (SLA)
 - conversion of existing SLA blocks
 - additional messing facilities
 - extensive new build and some conversion of existing technical accommodation, including workshops, garages, armouries, stores and offices, and
 - up to 1,400 new houses for military personnel and their dependants.
- 1.1.3 DIO is working closely with Wiltshire Council to develop a Masterplan for Salisbury Plain. To support planning applications, the Masterplan will establish the constraints and opportunities for new development, as well as providing an overview of where development will take place. This will include expansion of current Army bases, additional training facilities and new housing for service families. Proposals for any associated infrastructure that may be required, such as additional schools, health and leisure facilities can then be developed.
- 1.1.4 A Phase 1 Report (draft version 5, dated 2 October 2013) provided an assessment of the Army 2020 proposals against Wiltshire Council's emerging and adopted Development Plan.
- 1.1.5 A Phase 2 Report (draft version 3.2, dated 9 November 2013) provided an overview of the changes proposed for Salisbury Plain covering: the rebasing proposals; the Service Families Accommodation (SFA) requirements, and, changes to the training estate on the Salisbury Plain Training Area (SPTA). Other MOD proposals, related to the Complex Manoeuvre Environment (CME), were identified and works to the military barrack accommodation which are part of the Army's enduring requirement were also be identified. A summary of the Phase 2 report, including the long list of SFA sites set out in the report was presented at the initial public consultation which took place during November/December 2013.
- 1.1.6 This Phase 3 Report provides an update on the work undertaken since Phase 2 and takes into account comments received from consultees during the November/December 2013 consultation.






- 1.1.7 The SPTA and surrounding communities and road network is illustrated on Figure 1 – Constraint Key Plan. The study area as set out in Phase 1 covered mainly land within a 10 mile radius from the establishment gates and training area. This is in compliance with a requirement within JSP Tri-Service Accommodation Regulations (TSARs) which states “SFA is to be provided as close as possible to the Service person’s duty station with DE Ops Housing always attempting in the first instance to offer SFA within 10 mile radius of the duty station”. Whilst there is a need to comply with JSP 464, the area of search for SFA sites will need to be refined before master planning commences in order to take account of planning policy context, specifically the need to site new development on MOD sites close to existing settlements in order to minimise the need to travel, and the need to consider location of families to amenities. Accordingly, the area of search for SFA sites will be centred in and around the bases of Larkhill, Bulford, Tidworth and Perham Down which reflects locations of duty stations for incoming units (see Table 1 – Key Unit Transfers, p.16).

Figure 1 – Constraint Key Plan



Legend

-  Bases most affected
-  Other bases
-  Training Area
-  Complex Manoeuvre Environment (CME)
-  Key CME elements
-  Danger Area



1.2 Planning Context Report

1.2.1 The detailed technical work to inform the Masterplan will be presented in a Planning Context Report. The Planning Context Report is being prepared in a number of Phases, each Phase being subject to review by joint sub-groups and steering groups formed by DIO and Wiltshire Council for this purpose. Following Phase 3, it is intended to undertake a 6-week public consultation, the format of which is subject to agreement between DIO and Wiltshire Council. The Planning Context Report will then be updated with the results of the Outline Environmental Appraisal and Military Base Assessment Studies to inform the Salisbury Plain Masterplan which will become the final document that will set the context and linkages between all the proposed development being undertaken to facilitate the Army Basing Programme on Salisbury Plain. It is intended that the Masterplan will be endorsed by Wiltshire Council as a material consideration in the determination of planning applications for Army basing development.

1.2.2 Work Completed to date

1.2.2.1 **Phase 1:** Preliminary Scoping/Baselining and Brief Development

This Phase was completed in October 2013 with the issue to DIO, Wiltshire Council Planning and Statutory Consultees of a report 'Considerations and Inputs to Planning Context Report and Master Plan' (V5 02/10/13). The Report included: "baseline" definition; a review of the planning policy context; establishment of the key inputs and considerations to the Masterplan; identification of the key stakeholders. It also included an initial Communications Strategy formulated in conjunction with Wiltshire Council.

1.2.2.2 **Phase 2:** Constraints and Opportunities Mapping and Social Infrastructure Assessments

The Phase 2 report used GIS to identify the potential constraints on development. The mapping included information on the following:

- Statutory town planning policy constraints
- Protected habitats, known locations of protected species, designated & other sensitive areas (SSSI, local wildlife reserves etc.)
- Heritage assets (including archaeological assets)
- Landscape and visual impact
- Flood risk & water resource information
- Existing highway & access constraints

Indicative numbers of SFA were provided relative to military unit location together with plans showing the areas of search for SFA sites, along with all external constraints to help inform future stages. The Phase 2 report included a draft Engagement Plan.

The plans of military bases produced in Phase 2 provided existing MOD zoning boundaries.

An increase in c.4,300 military personnel, plus their dependants will have a socio-economic impact on existing infrastructure. The report included the results of socio-economic research, determined the likely demographic profile of the incoming population as perceived at this stage, and provided an initial assessment of infrastructure needs of the incoming population.

A summary of the Phase 2 documentation was presented at an initial public consultation (28th November to 6th December 2013). Feedback on the Masterplan development for Army Basing on Salisbury Plain was invited from Wiltshire Council, statutory consultees and other stakeholders. See Section 10.3 for further information.

1.2.2.3 **Phase 3:** Draft Context Plan

This report represents the output of Phase 3.

Under Phase 3, the long list of sites identified in Phase 2 has been assessed to rule out heavily constrained sites. The remaining sites were evaluated against a set of weighted criteria to assess their suitability for SFA. Land parcels which had a positive or neutral impact on scoring criteria were given high scores. Next, each candidate parcel was given an overall suitability score which is represented graphically in a heat map. Low scoring parcels were largely discounted and a schedule of preferred and potential SFA sites for further investigation was drawn up. The schedule of preferred and potential SFA sites was also informed by feedback from Wiltshire Council, statutory consultees and the local community following the initial public consultation.

The Phase 3 report contains the following plans:

- SFA plans showing preferred/potential options at each settlement (Larkhill, Bulford, Tidworth and Perham Down/Ludgershall)
- Bases (Barracks) - The plans show proposed development zones within military bases. These will be revisited as necessary, informed by the Assessment Studies and the Outline Environmental Appraisal Scoping Document following key completion stages
- Defence Training Estate (on the Plain)

The plans identified will be adjusted as necessary by the outputs of the Assessment Studies and Outline Environmental Appraisal as they progress in tandem with the production of the Context Plan.



1.2.3 Work Stages Subsequent to Phase 3 Reporting

1.2.3.1 Formal Public Consultation – January to April 2014

An initial stakeholder meeting was held on 29th January 2014 to brief Ward Councillors, Parish Councillors and local community groups on the feedback received following the November/December 2013 consultation. The presentation also outlined the approach that has been taken towards SFA site selection, proposals for Military Base Development, and Training Development.

This stage will also comprise a 6 week public consultation period (19th February to 1st April 2014). This consultation will be crucial in explaining, in general terms, the MOD's Army Basing Programme as well as setting out the preferred/potential SFA development sites and the proposals for the bases (including scale and the type of proposed development), as well as the various considerations that have been taken into account to reach this stage. Consultation material will be made available through the Government and Wiltshire Council websites. The previously briefed Community Area Boards of Amesbury, Pewsey, Tidworth and Warminster, will be consulted in detail. A combined Area Board presentation and four supporting exhibitions are planned. See Section 10.5 for more information.

On completion of the public consultation, it will be necessary to undertake a review of the comments received in order to consolidate the outcomes of the consultation exercise to form a final comprehensive Planning Context Report.

1.2.3.2 Final Masterplan

Following completion of the Planning Context Report, Assessment Studies and the Outline Environmental Appraisal, a Masterplan will be produced capturing all proposed developments related to the Army Basing Programme in the Salisbury Plain area. The final Masterplan will show the selected SFA sites. The final Masterplan and supporting documentation will be subject to a further 4 week consultation. Consultation material will be made publicly available via a number of portals including Wiltshire and Government websites. It should be noted that the final Masterplan will not be revised in the light of any comments received during the 4 week period. Responses will be incorporated into the Statement of Community Involvement and any issues will be addressed at the planning application stage.



Assessment Studies

In tandem with the Planning Context work there are a number of Assessment Studies on specific sites (mainly within military bases) that are being undertaken. The intention is that close liaison will be maintained throughout the Planning Context Report process so that as information and data from the Assessment Studies are formulated and refined it will be fed into the Planning Context Report.

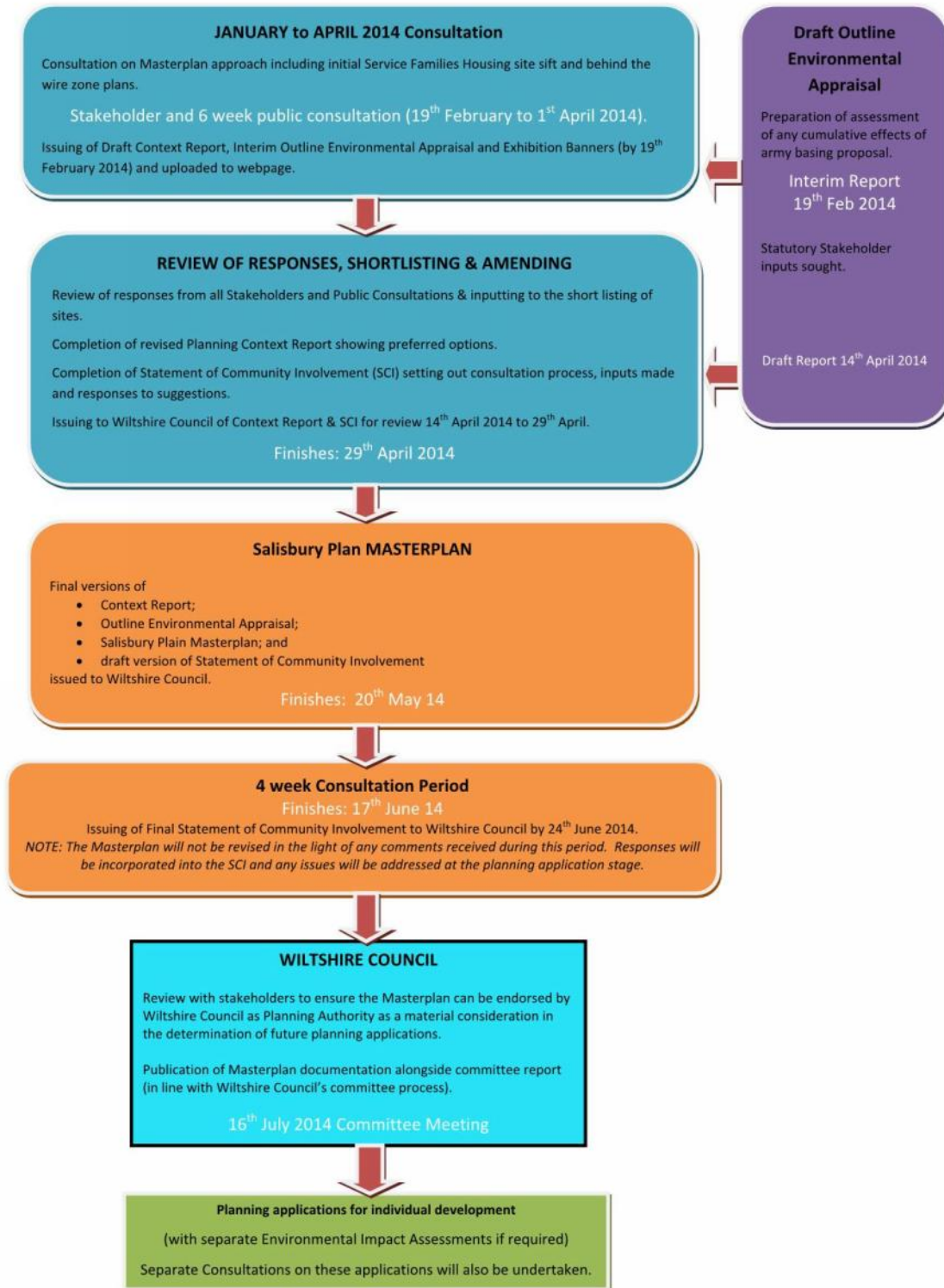
Outline Environmental Appraisal

The Masterplan will be accompanied by an Outline Environmental Appraisal (OEA), designed to capture the cumulative effects of the Army Basing proposals and to recommend mitigation measures to offset any identified significant adverse effects at an early stage. The OEA Scoping Study has been undertaken and sets out the content and structure of the OEA report, including the issues to be considered and the methods used to assess the likely significant effects. An Interim Report will be published for the January to April 2014 consultation, which will incorporate initial feedback from consultees.

An Army Basing Environmental Sub Group has been set up to provide a forum for feedback on the Salisbury Plain Masterplan and OEA for statutory consultees and others.

1.2.4 Figure 2 illustrating timescales for the next stages of work is shown overleaf.

Figure 2: Army Basing – Salisbury Plain Masterplan Process (January 2014 onwards)



2 Proposals for Salisbury Plain

2.1 Changes to Salisbury Plain related to Army Basing

- 2.1.1 The proposals for Army Basing on Salisbury Plain cover a number of sites and locations, with a number of interdependencies between the movement of personnel and units. The unit moves for Army Basing are listed in the Regular Army Basing Plan (MOD, 2013).
- 2.1.2 Table 1 overleaf provides an overview of the proposed unit moves at each base on Salisbury Plain. Additional personnel will be based at Larkhill, Tidworth, Bulford, Perham Down and Upavon.
- 2.1.3 The key deliverables of the Army Basing Project within Salisbury Plain are:
- Extensive new build for single living accommodation (SLA)
 - Conversion of existing SLA blocks
 - Additional messing facilities
 - Changes to the training area
 - Extensive new build and some conversion of existing technical accommodation, including workshops, garages, armouries, stores and offices, and,
 - Up to 1,400 new houses for service family accommodation (SFA).
- 2.1.4 The accommodation of an additional Armoured Infantry Brigade within and around the SPTA, together with a number of smaller scale moves, will require a programme of supporting infrastructure provision in terms of both technical and residential accommodation at a number of sites within and adjacent to SPTA. As stated above, up to 1,400 SFA dwellings will need to be provided on sites outside military bases, and it will be important to plan for the integration of incoming military families with the existing civilian and military populations. An increase in service personnel and families within Salisbury Plain will have a socio-economic effect on the local area. It is important that the context provided by the basing proposals, particularly in terms of housing provision, are clearly defined and communicated, and that additional pressures on infrastructure are mitigated.

Table 1 – Key Unit Transfers

Unit Name	Existing Location	Proposed Location	Category
1 Mercian	Catterick	Bulford	New to SPTA
5 Rifles	Germany	Bulford	New to SPTA
1 PWRR	Germany	Bulford	New to SPTA
HQ 20 AI Bde	Germany	Bulford	New to SPTA
26 Regt RA	Germany	Larkhill	New to SPTA
47 Regt RA	Thorney Island	Larkhill	New to SPTA
QRH	Germany	Tidworth	New to SPTA
3 Armd CS Bn REME	Germany	Tidworth	New to SPTA
1 Med Regt	Germany	Tidworth	New to SPTA
5 Med Regt	Catterick	Tidworth	New to SPTA
35 Engr Regt	Germany	Perham Down	New to SPTA
HQ Int & Sv	New Unit	Upavon	New to SPTA
5 FS Bn REME (elements only)	Tidworth	Cottesmore	Relocating outside
1 Bde Sig Sqn	Tidworth	Colerne	Relocating outside
MSSG	Larkhill	Hermitage	Relocating outside
LIFC	Bulford	Hermitage	Relocating outside
4 Rifles	Bulford	Aldershot	Relocating Outside
1 R Anglian	Bulford	Woolwich	Relocating Outside
HQ 8 Engr	Upavon	Minley	Relocating Outside
1 RHA	Tidworth	Larkhill	Relocating within
19 Regt RA	Tidworth	Larkhill	Relocating within
HQ 1 Arty Bde	Upavon	Tidworth	Relocating within
22 Engr Regt	Perham Down	Perham Down	Remaining
26 Engr Regt	Perham Down	Perham Down	Remaining
RTR	Germany/Tidworth	Tidworth	Remaining
KRH	Tidworth	Tidworth	Remaining
1 RRF	Tidworth	Tidworth	Remaining
6 Armd CS Bn REME	Tidworth	Tidworth	Remaining
RF REME Regt	Tidworth	Tidworth/Cottesmore	Remaining
4 Armd CS Bn REME	Tidworth	Tidworth	Remaining
Royal Welsh	Tidworth	Tidworth	Remaining
2 MI	Upavon	Upavon	Remaining
HQ Force Troops	Upavon	Upavon	Remaining

2.1.5 Table 2 below shows the uplift in personnel figures, together with the total number of personnel stationed at each military base in 2020:

Table 2 - Changes at unit locations and A2020 Liability

Location	Outcome	
	Change	A2020 Liability
Salisbury Plain	+4278	13336
Larkhill	+2053	3955
Bulford	+735	3453
Tidworth/Perham Down	+1236	5397
Upavon	+254	531

2.1.6 The total number of SFA required is 1,380 and the proposal for the supply of these houses is:

199 No. Purchase commercial stock to de-risk the Army Basing Programme supply, as this number of SFA are required by April 2015 and cannot be procured for construction in time available. The purchase of commercial stock has been agreed with Wiltshire Council.

1,181 No. Remaining requirement for Army Basing Programme to be included in Masterplan

For the avoidance of confusion it should be noted that there is ongoing SFA procurement that is a legacy from previous housing initiatives that fall outside the remit of the Army Basing Programme and the Salisbury Plain Master Planning process:

322 No. Legacy from Phase 2 of the 2008 programme for SFA to deliver sufficient SFA in the Tidworth area whilst allowing for the release of some 169 Bulk Lease Hirings which are currently providing a short to medium term interim housing solution within the area. It is intended to build under normal MOD procurement mechanisms on Area 19 (South Tidworth on the opposite side of the roads to Tedworth House).

150 No. Legacy requirement from move of Erskine Barracks at Wilton (HQ Army) to Andover. The intention is to purchase in Andover area.

2.1.7 Based on the unit locations shown in Table 2 above, the Army's preferred distribution of SFA across the 4 settlements (given that no SFA is proposed at Upavon) is shown in Table 3. The preferred distribution is guided by the principle that SFA should be sited as close to unit locations as possible. However, it should be noted that the final number of SFA to be built at each location will be determined following further site investigations and infrastructure capacity assessments.



Table 3 - Army's preferred requirement of SFA at each unit location:

Location	SFA
Salisbury Plain	1181
Larkhill	540
Bulford	241
Tidworth	200
Perham Down	200

3 Site Sift Methodology

3.1 Introduction

One of the key deliverables of the Army basing programme is the delivery of up to 1,400 SFA. A GIS based 5 stage sequential process has been employed to refine the list and verify the quality of candidate SFA sites as outlined below. The 5 stage process will involve 12 specific 'steps':

A. Stage 1: Areas of Search and Identification of Long List of Sites (Phase 2):

The first step of the process is to define the extent of the SFA site search area. We will not consider land which lies outside of this area.

3.1.1 **1 Include areas only within a 10 mile radius of the duty station** as per JSP 464 Tri-Service Accommodation Regulations (TSARs). This will be calculated as a combined zone taking a 10 mile radius from the main site entrances to the bases at Larkhill, Bulford, Perham Down and Tidworth. Whilst there is a need to comply with JSP 464, the area of search for SFA sites will be refined in order to take account of planning policy context, specifically the need to site new development on MOD sites close to existing settlements in order to minimise the need to travel, and the need to consider location of families to amenities. Accordingly, the area of search for SFA sites will be centred in and around the bases of Larkhill, Bulford, Tidworth and Perham Down which reflects locations of duty stations of incoming units.

3.1.2 **2 Identify Areas of Search based on Locations of Returning Units**

The areas of search site options as identified in Phase 2 will be considered against statutory and operational constraints in order to narrow down the number of sites. Each land parcel will be assigned a unique identifier reference to ensure clarity and consistency going forward.

The Phase 2 site options have been identified by DIO as being available for housing development in the recent past. They comprise:

- MOD Sites to inform the 2009 emerging Wiltshire Core Strategy
- MOD Sites to inform Wiltshire Council's Sustainable Communities Project
- Further sites that have been put forward by DIO to inform Wiltshire Council's Development Plan formulation
- Sites identified as part of a DIO Housing Study

B. Stage 2: Strategic sieve to remove "no-go" areas:

The strategic sieve will remove areas within the areas of search that are subject to major constraints, i.e. covered by an internationally or nationally important designation, have a high



risk of flooding, or have existing military uses which are potentially incompatible with SFA development.

- 3.1.3 **3 Exclude land covered by international and national level designations.** Overlay the following designations datasets and remove the areas which overlap with the land identified in Step 2.

World Heritage Site and its proposed extension

Scheduled Monument

Registered Park and Garden

Registered Battlefield

Special Protection Area

Ramsar sites

Special Area of Conservation

Site of Special Scientific Interest

National Park

Area of Outstanding Natural Beauty

- 3.1.4 **4 Exclude land with a high probability of flooding.** We will remove those areas that are located within Flood Map Zone 3a (high probability of flooding) and Zone 3b (the functional floodplain)

- 3.1.5 **5 Exclude key MOD areas/facilities.** We will remove key military resources which are not to be considered for SFA e.g. CME, Danger Zones, airfields, buffer zones around ammunition compounds etc

C. Stage 3: Define candidate parcels for Multi Criteria Analysis:

The next stage is to create a dataset of land parcels suitable for Multi Criteria Analysis. We will use threshold criteria to remove small patches of land and isolated areas.

- 3.1.6 **6 Remove small areas** which are less than 0.1 hectares in size and sliver polygons e.g. roadside verges

- 3.1.7 **7 Remove isolated areas**, i.e. those areas with no access to public highways via land in MOD ownership

D. Stage 4: Multi Criteria Analysis of candidate parcels:

Evaluate each candidate parcel against a set of weighted criteria to assess its suitability for SFA. This will permit us to generate an overall suitability score for each candidate parcel and to represent this graphically as a heat map.

3.1.8 **8** Undertake a **Multi Criteria Analysis** of each candidate parcel against the following three themes:

- Environment: Landscape Impact, Biodiversity, Historic Environment etc.
- Accessibility to services/facilities
- Impact: Proximity to duty stations and Coalescence of settlements

Each of these three themes has been given a weight. Within each theme each criteria has also been given a specific weight which reflect sustainability priorities in the area.

The following weightings have been applied for the assessment criteria:

Theme	Weight
Environment	60
Landscape Impact	0.2
Biodiversity	0.2
Agricultural Land	0.05
Forestry	0.03
Historic Environment / Archaeology	0.2
Flood Risk / Surface Drainage	0.08
Contaminated Land	0.02
Local Air Quality& Noise Pollution	0.02
Topography/slope	0.05
Groundwater vulnerability	0.08
Amenity Value	0.05
Pipelines	0.01
Mineral Reserves	0.01
Accessibility factors	30
Existing Settlements	0.36
Employment Centres (other)	0.12
Retail Centres	0.12
Bus Services	0.08
Secondary Schools	0.08

Primary Schools	0.08
Health Facilities	0.08
Outdoor recreation/accessible greenspace	0.04
Recreation/Leisure Facilities	0.04
Impact	10
Proximity to MoD duty stations	0.7
Coalescence of settlements	0.3

Each parcel will be rated on a five point sliding scale (where 1 = scores badly and 5 = scores well) for each criteria. The rating system for environmental factors is:

- 5 = No constraints present
- 4 = Constraints present but not of major importance
- 3 = Constraints present, medium importance
- 2 = Constraints present, high importance
- 1 = Constraints present, very high importance

The rating system for social factors is based on distances of amenities/facilities from the land parcels. Appendix 1 contains a schedule of the scoring system for the full range of assessment criteria.

Each point on the sliding scale is then given a score between 20 to 100, where:

- 5 = 100
- 4 = 80
- 3 = 60
- 2 = 40
- 1 = 20

The weightings above are then applied to each of these figures to come up with a score for each criteria and a cumulative score for each land parcel.

- 3.1.9 **9 Create a heat map** from the scores generated by the Multi Criteria Analysis process. This will be a graphical representation of the MCA results colouring the candidate parcels according to their suitability for SFA development.

E. Stage 5: Identify recommended SFA sites for further investigation and assessment:

Review the results of the Multi Criteria Analysis and define thresholds to identify those sites worthy of further investigation and exclude those which are not shown to be appropriate for SFA.



- 3.1.10 **10 Sieve out low scoring parcels** (those that scored less than 75 – a suitably high threshold without being too preclusive of the range of sites considered).
- 3.1.11 **11** Refine the list of sites that result from Step 10 by considering **site-specific constraints** and **consultee responses**. Create a **schedule of recommended SFA sites** for further investigation.
- 3.1.12 **12 Undertake Environmental Studies** (i.e. Ecology, Heritage, Water, Landscape & Visual, Soils, Noise, Air and Transport Assessments) on the recommended SFA sites. The findings of the Environmental Studies will inform the Outline Environmental Appraisal which is due to be completed in May 2014.



4 Site Sift

4.1 Plans showing the individual pre-MCA stages of the site sift process as explained in Chapter 3 are shown in Appendix 2. Area wide plans showing the outputs of Stages 1 to 3 of the methodology are included in Appendix 3. Settlement level heat maps are included in Appendix 4. The heat maps provide a graphical representation of the MCA results colouring their suitability for SFA development. The red areas scored highest (most favourable to accommodate new SFA) and the blue areas scored lowest (not favourable for SFA). Heat maps showing the outputs of individual site sift criteria are included in Appendix 5. Appendix 6 provides an explanation of how scores were generated for each land parcel.

4.2 The plans included in Appendix 3 show:

(1) The area excluded by stages 1-3 (10 mile radius, non-MOD ownership, international/national designations, functional floodplain, key MOD use, isolated/small areas) which is washed over with grey hatching;

(2) Individual heat maps for the environmental factors, accessibility to facilities and strategic impact;

(3) Overall heat map created from the above three individual heat maps with weightings based on the weighting factors shown in Chapter 3;

(4) The long list of SFA development sites (as identified in Phase 2) considered so far overlaid on the heat maps to give an initial indication as to those sites to be considered further.

4.3 Sensitivity tests were conducted on the assessment criteria. Three scenarios were tested based on the following weightings:

Version	Environment	Accessibility	Strategic Impact
Current Weighting	60%	30%	10%
Scenario 1	40%	20%	40%
Scenario 2	40%	40%	20%
Scenario 3	33%	33%	33%

The results of the sensitivity tests indicate that alterations to weighting factors would not result in major changes to the overall scores of candidate sites (see Appendix 7).

4.4 As discussed at 3.1.10, sites which scored less than 75 were eliminated. It is judged that a score of 75 is a suitably high threshold, enabling the number of sites to be reduced without omitting favourable sites too early on in the process, whilst allowing an appropriate range of sites across the 4 settlements (Larkhill, Bulford, Tidworth and Perham Down/Ludgershall) to progress for further assessment.



- 4.5 The list of scores for the full range of sites is included in Appendix 8. It should be noted that the MCA process is a desk based assessment with the heat maps providing only an indication of the most favourable areas for SFA. The next step in the process comprised the consideration of site specific constraints and consultee responses received during the November/December consultation. From this process, and including the Army's preference, recommended options for military housing were identified. The schedule overleaf identifies the recommended SFA sites.

Composite Feedback and Assessment of Recommended Sites

Site UID	Area (Ha)	Site address or common name	Heat map threshold score (max score=100)	Recommendation	Risk to development	Positives
			* Site marked with F does not pass the national designation tests / threshold score [75], sample score added for reference			
B6	7.01	Bulford 6	84	Preferred SFA development site.		Supported by 43Wx, Bulford Parish Council
B7	10.81	Bulford 7	77	Preferred SFA development site.		Supported by 43Wx
B9	2.71	Bulford 9	84	Potential SFA site.	Wooded area requiring mitigation.	Supported by 43Wx
B16	2.55	Bulford 16	81	Preferred SFA development site.	Wooded area requiring mitigation.	Supported by 43Wx, Bulford Parish Council
B19	17.39	Bulford 19 [WC 2]	77	Preferred SFA development site for OFQ in part of site.	Heavily wooded area requiring mitigation, WC concerns regarding landscape impact to be mitigated.	Supported by 43Wx
B23	7.51	Bulford 23 [WC 1]	84	Preferred SFA development site.		Supported by 43Wx, Bulford Parish Council
B30	6.80	Bulford 30	83	Potential SFA site.		Supported by 43Wx and Bulford Parish Council.
L2	1.73	Larkhill 2 [includes ARB 8]	F [78]	Potentially SFA site usable as OFQ.	Risk as site is in WHS but outside Concordat. Concern raised by DIO and WC re EH and delay to process.	Supported by 43Wx and Durrington Council
L13b	7.18	Larkhill 13b	F [74]	Potential SFA site. Included as preferential 43Wx site.	High risk site in WHS and Concordat. Major concerns raised by DIO and WC re EH and delay to process.	Supported by 43Wx and Durrington Council
L15a	2.63	Larkhill 15a	78	Preferred SFA development site [1].	Close to training area with potential noise issues to be mitigated (raised by DIO SD training). Not supported by local residents. WC concerns regarding landscape impact to be mitigated.	Supported by 43Wx
L15b	34.50	Larkhill 15b	78	Preferred SFA development site [1].	Close to training area with potential noise issues to be mitigated (raised by DIO SD training). Not supported by local residents. WC concerns regarding landscape impact to be mitigated.	Supported by 43Wx
L17a	19.33	Larkhill 17a [includes ARB 2]	76	Preferred SFA development site [2].	Close to training area with potential noise issues to be mitigated (raised by DIO SD training). WC concerns regarding landscape impact to be mitigated.	Supported by 43Wx and Durrington Council
L18	2.00	Larkhill 18 [includes ARB 3B]	F [78]	Potentially SFA site usable as OFQ.	Risk as site is in WHS but outside Concordat. Concern raised by DIO and WC re EH and delay to process. Woodland on site will need mitigation.	Supported by 43Wx and Durrington Council
PL3	8.27	Ludgershall 3	88	Preferred SFA development site [2].	WC concerns regarding landscape impact to be mitigated.	Supported by 43Wx
PL4	9.81	Ludgershall 4	87	Preferred SFA development site [2].	WC concerns regarding landscape impact to be mitigated. Land currently let to saddle club.	Supported by 43Wx
PL7	5.11	Perham Down 7	86	Potential SFA site for OFQ.	Potential risk as access to rear of existing SFA. WC concern regarding isolation of site to be mitigated.	Supported by 43Wx
PL12	28.86	Ludgershall 12	91	Preferred site for SFA [1].	Risk noted by DIO SD Training as heavily used training feature for CPX, HQ set ups to be resolved.	Supported by 43Wx
PL13	24.04	Ludgershall 13	92	Preferred site for SFA [1].	Wooded elements require mitigation.	Supported by 43Wx
PL18	23.19	Ludgershall 18	87	Potential Army site for SFA.	Wooded elements require mitigation.	Supported by 43Wx
T12	2.23	Tidworth 11	87	Preferred site for OFQ.	Status of existing building on site to be verified.	Supported by 43Wx and local Councillor
T15	3.90	MOD NW Tidworth 1	79	Preferred site for SFA [2].	Risk noted by DIO SD Training regarding proximity to major armoured transit route to be resolved. WC concern regarding isolation of site to be mitigated.	Supported by 43Wx.
T16	15.73	MOD NW Tidworth 2	83	Preferred site for SFA [1].	Risk noted by DIO SD Training regarding proximity to major armoured transit route to be resolved. Wooded elements require mitigation.	Supported by 43Wx
T19	3.36	Tidworth 19	81	Potential SFA site.	Risk noted by DIO SD Training regarding proximity to major armoured transit route to be resolved. Heavily wooded area requires mitigation.	Supported by 43Wx

Note: 43Wx = 43 Wessex Brigade EH = English Heritage OFQ = Officer's Family Quarters WC = Wiltshire Council
 WHS = World Heritage Site

4.5 There are three sites - L2, L13b and L18, which were discounted during the early stages of the site sift exercise but have been included in the schedule of recommended SFA sites above. These sites have been included for further consideration following feedback from the Army and local community.

4.6 The information in the table above can be summarised as:

Table 4: SFA Site Summary

SFA SITE SUMMARY		
AREA	Preferred Sites	Potential Sites
BULFORD	B6 - B7 - B16 - B19 - B23	B9 - B30
LARKHILL	L15a - L15b - L17a	L2 - L13b - L18
PERHAM DOWN & LUDGERSHALL	PL3 - PL4 - PL12 - PL13	PL7 - PL18
TIDWORTH	T12 - T14 - T15 - T16	T19

Table 5: SFA Site Summary including total site area at each location

SFA SITE SUMMARY			PREFERRED & POTENTIAL SPLIT			
AREA	Total No. of Sites under Consideration for SFA	Total Area Ha	No. of Preferred Sites	Area Ha	No. of other Potential Sites	Area Ha
BULFORD	7	54.79	5	45.28	2	9.51
LARKHILL	6	112.92	3	56.46	3	56.46
PERHAM DOWN & LUDGERSHALL	6	141.98	4	70.99	2	70.99
TIDWORTH	5	46.36	4	23.18	1	23.18
TOTAL	24	356.05	16	195.91	8	160.14

Preferred Site: Scoring meets threshold, may require minor mitigation¹, as noted

Potential Site: Scoring meets threshold but requires mitigation, as noted

Appendix 9 contains plans of the preferred/potential SFA sites at each settlement.

4.7 The gross area of the preferred and potential sites is well in excess of the land required to deliver 1,181 homes. As noted in 1.2.3.2, final sites will be selected following the 6 week consultation. Comments received during the formal consultation period will be taken into consideration.

¹ Mitigation refers to new infrastructure, environmental mitigation or any other factors which would result in abnormal costs.

4.8 Issues and Opportunities – Settlements

4.8.1 Overarching Development Considerations

The following section sets out the analysis of issues and opportunities in relation to development at each settlement, with commentary on the ability of each settlement to accommodate change. Overarching development considerations in the siting and distribution of SFA are as follows:

- Whilst there are clear advantages to siting SFA close to troops’ base (place of work), in that it reduces additional journeys for troops, it is recognised that this could be outweighed by additional journeys for their families in accessing community facilities if they are isolated from settlements in which such facilities are sited. Detailed transport studies will be undertaken to assess the impact of additional journeys on the local and strategic road network.
- More detailed assessment on the impact on education facilities is needed to minimise the requirement for new school facilities, taking into account any spare capacity and expansion potential of individual schools.
- Where possible in siting SFA, consideration of the suitability for releasing surplus land for community needs (such as additional housing, employment creation, etc.) will be factored into final selection.

4.8.2 Larkhill

LARKHILL
Issues
<ul style="list-style-type: none"> • Existing amenities are limited • Local primary schools will be unable to sustain much development beyond 150 homes. • Issues with capacity of Sewage Treatment Works to accommodate additional homes. • Issue with level of water abstraction on the River Avon catchment • Proximity to Stonehenge World Heritage Site, poses major constraint to substantial development south of the Packway • Army Concordat limiting development on sites within the military base and land to the south of Packway • Potential landscape visual impact and noise issues on sites north of the Packway • High concentration of military population and dependants – limited opportunity to develop balanced communities • Coalescence with Durrington
Opportunities
<ul style="list-style-type: none"> • Majority of returning troops to be based (working) at Larkhill. Opportunity to reduce travel time and traffic impact if the majority of military housing was located close to Larkhill base. • Capacity in nearby secondary school (Avon Valley Secondary School) • Opportunity to provide new amenities for military and civilian population should a large level of development be proposed at Larkhill • Proximity to the service centres of Amesbury and Durrington



<ul style="list-style-type: none"> Scottish & Southern Electricity (SSE) has confirmed that there should be sufficient capacity in its existing network to serve new SFA (based on load generated by 540 SFA).
<p>Commentary</p>
<p>Of the 4 key settlements being considered for SFA, Larkhill is the most constrained in terms of statutory designations. Continued discussions with statutory consultees will be necessary to ensure that the final SFA sites are acceptable in respect of heritage and environmental matters.</p> <p>Further infrastructure capacity assessments will need to be undertaken to determine the optimal level of development at Larkhill and the supporting infrastructure required, not only in terms of financial viability but also in terms of minimising environmental impact of development.</p>

4.8.3 Bulford

<p>BULFORD</p>
<p>Issues</p>
<ul style="list-style-type: none"> Issue with level of water abstraction on the River Avon catchment Additional military housing will need to address resulting increase in nitrates and phosphates levels in the River Avon
<p>Opportunities</p>
<ul style="list-style-type: none"> Good range of existing basic facilities Capacity in nearby primary school (Kiwi School) and secondary school (Avon Valley Secondary School) to accommodate moderate growth Opportunity for military and civilian integration through physical coalescence with existing civilian communities Scottish & Southern Electricity (SSE) has confirmed that should be sufficient capacity in its existing network to serve new SFA (based on load generated by 250 SFA).
<p>Commentary</p>
<p>Bulford is less constrained than Larkhill, with a good range of existing basic facilities. Preliminary assessments indicate that there is sufficient capacity in local schools to accommodate growth. Further infrastructure capacity assessments will need to be undertaken to determine the optimal level of development at Bulford.</p>



4.8.4 Tidworth

TIDWORTH
<p>Issues</p> <ul style="list-style-type: none"> • Further development in the region of 400 dwellings in Tidworth/Ludgershall would require expansion of Wellington Academy beyond a maximum tolerable size of c.2000 pupils. The option of another small secondary school in the east of Salisbury Plain could cause an unwelcome imbalance and with potential differing attainment standards, exacerbated by parental choice • Issue with level of water abstraction on the River Avon catchment • Limited number of suitable SFA sites to accommodate substantial development • The recently adopted Tidworth Community Area Plan identified preferred sites T15 and T16 as the preferred location for civilian development as part of the aspiration to achieve balanced communities. • Based on the Army’s preferred distribution of SFA (see Table 3, pg 18), Southern Gas Networks (SGN) have confirmed that Tidworth will require network reinforcement. However until the final location of SFA is agreed on SGN would not be able to provide an indication of costs for the reinforcement works necessary
<p>Opportunities</p> <ul style="list-style-type: none"> • Very good opportunity for military and civilian integration through physical coalescence with existing civilian communities • Opportunity for military and civilian integration through physical coalescence with new civilian communities (e.g. at sites T15 and T16) • Very good range of existing facilities • Capacity in nearby primary schools to accommodate moderate growth • Due to the dispersed nature of the preferred/potential SFA sites at Tidworth, it is difficult to identify exactly what load is likely to be seen where, however Scottish & Southern Electricity have reviewed the existing electrical loads and the proposed peak demands of 330kVA and have confirmed it is likely that the loads based on the Army’s preferred requirement would be accepted on the 11kV Network without triggering any off-site 11kV reinforcement
<p>Commentary</p> <p>Although Tidworth has a good range of existing facilities, the level of development that can be accommodated is constrained by secondary school provision and the limited number of suitable SFA sites.</p>



4.8.5 Ludgershall/Perham Down

LUDGERSHALL/PERHAM DOWN
Issues
<ul style="list-style-type: none"> • Further development in the region of 400 dwellings in Tidworth/Ludgershall would require expansion of Wellington Academy beyond a maximum tolerable size of c.2000 pupils. The option of another small secondary school in the east of Salisbury Plain could cause an unwelcome imbalance and with potential differing attainment standards, exacerbated by parental choice
Opportunities
<ul style="list-style-type: none"> • Very good opportunity for military and civilian integration through physical coalescence with existing civilian communities • Good range of existing basic facilities • Large areas of brownfield land • Capacity in nearby primary schools to accommodate moderate growth • Due to the dispersed nature of the proposed sites at Perham Down/Ludgershall, it is difficult to identify exactly what load is likely to be seen where, however SSE have reviewed the existing electrical loads and the proposed peak demands of 330kVA and have confirmed it is likely that the loads based on the Army's preferred requirement would be accepted on the 11kV Network without triggering any off-site 11kV reinforcement.
Commentary
<p>Although Ludgershall has a good range of existing facilities, the level of development that can be accommodated is constrained by secondary school provision.</p>

4.8.6 The overarching considerations and settlement specific considerations as set out above will be taken into account when making the choice of final SFA sites.



5 Socio-Economics

5.1 Introduction

5.1.1 This section assesses the socio-economic impacts of the Army Basing Programme on Salisbury Plain. The proposals for rebasing on Salisbury Plain raise a number of issues regarding the local socio-economic infrastructure. The purpose of this report is to examine the demand for social and economic infrastructure which is likely to be generated by the incoming population. That population will be made up of both Army personnel and their dependants.

5.1.2 It is not the purpose of this report to examine in full detail the supply-side infrastructure which is already in place. Consultation will be undertaken through a series of meetings with stakeholders to determine the supply-side infrastructure prior to publication of the final report. Moreover, further detail of the precise location of the proposed new housing development which will accompany the rebasing exercise will need to be agreed through the planning process. Linked to this, an agreed Catchment Area will also need to be determined for the purposes of assessing how far the newly resident population should be expected to travel in search of social and economic facilities. The Catchment Area(s) will also be used to define the extent and influence of existing provision within each category.

5.1.3 Notwithstanding this, the report does factor in at this stage some preliminary work carried out by Wiltshire Council in respect of the supply of education places across the SPTA. This work is incorporated into Section 5.3 below.

5.1.4 The purpose of this section is therefore to examine the following:

- a. The social and economic areas for investigation;
- b. The total incoming population and its likely age profile;
- c. The likely demand arising from the incoming population for each of the socio-economic factors within Salisbury Plain.

5.1.5 This report assesses the likely demand generated by the incoming population for the following social and economic infrastructure:

- Education places
 - Pre-school
 - Primary school
 - Secondary school
 - Post-16 education



- Health care demand of dependants
 - No. of general practitioners
 - No. of dentists

- Retail floorspace
 - Convenience goods floorspace
 - Comparison goods floorspace

- Employment impact of dependants
 - Primary Sector
 - Secondary Sector
 - Tertiary Sector

- Open space requirements
 - Children's equipped play space
 - Area of natural green space
 - Outdoor sports
 - Allotments

- Leisure expenditure

5.2 Population and Age Profile

5.2.1 DIO has confirmed that by 2020 there will be approximately 1,380 homes required to house the incoming population. This will be in addition to 2,898 new Single Living Accommodation (SLA) units. There will therefore be a total of 4,278 units, resulting in a net increase in population of approximately 7,700 people (see Table 6 – net total incoming population by 2020).

5.2.2 In order to determine the resident population for the SFA units, we have based the calculations on data obtained from the MOD which provides a breakdown (by unit) of the current population in bases in Germany and other parts of the UK to be relocated to Salisbury Plain. Whilst we recognise that this data provides only a "snapshot" of the current situation, and that the exact population structure will change over time, the MOD data provides the most accurate and scientific basis for calculating the likely number of people to be relocated. Nevertheless, it must be recognised that all the figures which follow are necessarily approximations and so a small margin for error should be allowed for. For reserve elements, a management margin of 5% has been considered for SLA. A management margin of 10% has been considered for provision of SFA. By their nature, these units may not be residents of Wiltshire. Overall therefore, it is likely that our population projections will be slight over-estimates.



5.2.3 Table 6 below details the net total of military personnel and their dependents that will be rebased within Salisbury Plain, taking into account the population that will be leaving Salisbury Plain.

Table 6 – Net Total Incoming Population by 2020

Accommodation	No. of Residential Units	Military Population	Spousal Population	Child Population	Total
SLA	2,898	2,898	0	0	2,898
SFA	1,380	1,380	1,380	2,041	4,801
Total	4,278	4,801	1,380	2,041	7,699

5.2.4 For the purpose of this report we have assumed that there will be one spouse per SFA. In practice, there may well be a small number of single parent families.

5.2.5 The number of incoming children has been based on MOD data of the current child population of the units which are to be rebased in Salisbury Plain. This data is interrogated in more detail below where we assess likely education requirements.

5.2.6 Occupiers of the SLA units will be entirely Army personnel as opposed to dependants. It is therefore assumed in the calculations which follow, that the occupiers of these units will utilise healthcare facilities 'within the wire' unless stated otherwise. It is further assumed that occupiers of the SLA will have no requirement for education places as they will all be employed by the Army. Occupiers of the SLA will however, generate retail and leisure expenditure.

5.3 Demand for Social and Economic Infrastructure

5.3.1 Education Demand

5.3.1.1 In calculating the likely proportion of those living in SFA accommodation that would require education places, as previously mentioned, we have consulted MOD data. Table 7 below provides a breakdown of the number of incoming families by unit and rebasing location as well as the age structure of the child population.

5.3.1.2 One unit, HQ1 Int & Sv Bde, which is to be rebased in Upavon, is missing data at the time of writing and the child population for this unit has therefore been based on averages calculated from the data available for the other units.

Table 7 – Units rebasing to the Salisbury Plain

Unit	Rebasing Date	Rebasing Location	Children				Total	Comments
			Pre-school	Primary	Secondary	6 th Form College		
1 Mercian	2014	Bulford	121	186	100	26	433	Known
47 Regt RA	2014	Larkhill	51	86	27	7	171	Known
<i>2014 sub-total</i>			<i>172</i>	<i>272</i>	<i>127</i>	<i>33</i>	<i>604</i>	
HQ1 Int & Sv	2015	Upavon	-	-	-	-	-	New unit – exact figure to be determined
<i>2015 sub-total</i>			<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
5 Rifles	2016	Bulford	156	178	87	13	433	Known
<i>2016 sub-total</i>			<i>156</i>	<i>178</i>	<i>87</i>	<i>13</i>	<i>433</i>	
1 Med Regt	2017+	Tidworth	105	110	16	2	234	Known
5 Med Regt	2017+	Tidworth	119	82	32	1	234	Known
1PWRR	2017+	Bulford	169	160	87	17	433	Known
35 Engr Regt	2017+	Perham Down	179	130	56	7	372	Known
26 Regt RA	2017+	Larkhill	90	216	54	0	360	Known
3 Bn REME	2017+	Tidworth	90	83	63	7	243	Known
HQ 20 Armd	2017+	SPTA	17	8	4	2	31	Known
QRH	2017+	Tidworth	98	153	90	7	348	Known
<i>2017+ sub-total</i>			<i>867</i>	<i>942</i>	<i>403</i>	<i>43</i>	<i>2,255</i>	
Overall Total			1,195	1,392	616	89	3,292	Avr = 1.7
% Splits			36%	42%	19%	3%	100%	



5.3.1.3 Table 8 below relates to the outgoing population. The number of families leaving Salisbury Plain is split by unit. The child population is categorised by age range as per Table 8.

Table 8 – Units rebasing from Salisbury Plain

Unit	Rebasing Date	Rebasing Location	Children				Total
			Pre-school	Primary	Secondary	6 th Form College	
MSSG	2014	Hermitage	10	14	20	0	44
241 Sig Sqn	2014	Bicester	35	30	4	0	69
1 Bde Sig Sq	2014	Colerne	41	22	6	0	69
1 R Anglian	2014	Woolwich	157	110	60	6	333
<i>2014 sub-total</i>			<i>243</i>	<i>176</i>	<i>90</i>	<i>6</i>	<i>515</i>
LIFC	2015	Hermitage	18	18	9	0	45
4 Rifles	2015	Aldershot	160	147	93	21	421
<i>2015 sub-total</i>			<i>178</i>	<i>165</i>	<i>102</i>	<i>21</i>	<i>466</i>
5 FS Bn REM	2016	Cottesmore	140	84	41	5	270
<i>2016 sub-total</i>			<i>140</i>	<i>84</i>	<i>41</i>	<i>5</i>	<i>270</i>
Overall Total			561	425	233	32	1,251

5.3.1.4 Table 9 details the net incoming population by year. It is evident from the data that there will be a net decrease in population to 2016, with a significant net population increase thereafter in the period from 2017 to 2020.

Table 9 – Net Incoming Family Population

Date	Children				Total
	Pre-school	Primary	Secondary	6 th Form College	
2014	-71	+96	+37	+27	+89
2015	-178	-165	-102	-21	-466
2016	+16	+94	+46	+8	+164
2017+	+867	+942	+403	+43	+2,255
Total	+634	+967	+384	+57	+2,041

- 5.3.1.5 Appendix 10 presents a plan which analyses spatially the possible supply and demand for education places around Salisbury Plain. Importantly, the plan only presents data on potential demand for education places relative to the bases on which the adult population will work. This does not of course mean that the location of all SFA will be directly related. By way of example, whilst the plan shows a net demand for 412 new pre-school places being generated by personnel who work on the Tidworth barracks, it does not necessarily follow that all of those children will live in Tidworth. This will be a factor for determining through the masterplanning and planning process.
- 5.3.1.6 The plan also presents a broad analysis of capacity in the local education system. This data is taken from Wiltshire Council estimates received in February 2014.
- 5.3.1.7 It is important to note that the relocation location of one unit, HQ 20 Armd, has not yet been decided and therefore the incoming population has not been represented spatially.

Education Supply

- 5.3.1.8 In order to consider the likely impact of the child population increase on the existing schools provision in Salisbury Plain, this section provides a brief assessment of the future capacity of Wiltshire schools. The table below is based on data provided by Wiltshire Council in February 2014 and details potential capacity by location.

Table 10 – Primary School Capacity

Location	Available Places
Amesbury	595
Ludgershall	246
Tidworth	616
Durrington	90
Larkhill	420
Bulford	360
Salisbury	480
Total	2,807

Table 11 – Secondary School

Location	Available Places
Amesbury	380
Tidworth	450
Durrington	575
Total	1,405

- 5.3.1.9 The data indicates there is capacity for new primary school places across a number of towns, including centrally to the SPTA area, both Tidworth and Amesbury. In terms of secondary school provision, Durrington has the greatest capacity, but Amesbury and Tidworth could also accommodate a number of new students. The data shows that if all schools with potential capacity were expanded, Wiltshire school provision could accommodate the increase in military children.
- 5.3.1.10 However, it should be noted that this analysis does not take into consideration the likely civilian child population increase and therefore school places will be required for both military and civilian children. At the time of writing, we have not been provided with population projection data for



families already living in and around Salisbury Plain. We will include an analysis of both civilian and military population projection in relation to Wiltshire schools capacity when this data becomes available.

- 5.3.1.11 Having consulted Wiltshire Council, it is clear that there are issues in terms of education capacity in certain locations. For example, Larkhill primary schools will be at capacity by 2017, when the net incoming child population increases considerably, and therefore Larkhill will not be able to accommodate the increase in military primary school children. With regard to secondary schools, further development in the region of 400 dwellings in Tidworth/Ludgershall would require expansion of Wellington Academy beyond a maximum tolerable size of c.2000 pupils. The option of another small secondary school in the east of Salisbury Plain could cause an unwelcome imbalance and with potential differing attainment standards, exacerbated by parental choice. A further, in-depth study of potential capacity for new school places around Salisbury Plain will need to be undertaken in order to suitably inform the choice of housing locations.

5.3.2 Health Care Demand

- 5.3.2.1 Latest Ministry of Defence information suggests that *"the majority of military dependents will be registered with a NHS GP practice"* (source: Ministry of Defence publication "Quarterly NHS Commissioning Population Statistics", 1st October 2013, Paragraph 30). The report goes on to note though that *"there are a small number of MOD UK medical centres which provide primary healthcare to families of UK Armed Forces personnel. A full list of these practices can be found at Annex F [See MOD Publication]. The medical centres in the UK that treat civilians are training facilities for military healthcare personnel, and exist to offer a full range of training opportunities for the purposes of GP revalidation"*. This list includes Bulford, Larkhill and Tidworth.
- 5.3.2.2 In light of the above, and given there are three military care facilities which are capable of accommodating the health-care needs of military dependents, we have therefore assumed that an above average proportion of the dependent population might use military facilities. To test a range, we have assumed therefore that anywhere between 50% and 75% of the dependent population would use civilian general practitioners. We have discounted military employees from the SLA and SFA as it is assumed that they would benefit from GP services within the wire. With regard to Table 6, this leaves a spousal and child population of 3,421 which might require GP services.
- 5.3.2.3 Latest figures suggest that there is an average 1,471 population per GP in the UK (source: The NHS in Numbers, 2011). Therefore, if it is assumed that between 50% and 75% of the 3,421 population require NHS GP services, this equates to between 1,711 and 2,566 potential patients. Dividing this figure into the typical population per GP results in a demand for between **1.16 and 1.74 NHS GPs** to support that population.
- 5.3.2.4 Turning to dental care, published figures for the South West of England suggest that there is an average population of 2,025 per dentist (source: Table 7r, NHS Dental Statistics for England 2010/2011). There is no provision for the dental care of military dependents within the wire, and so it is assumed that the full spousal and child population of 3,421 would require civilian dental care. Dividing this into the NHS average, results in a demand for **1.69 dental practitioners** to support that population.

5.3.3 Retail Floorspace

5.3.3.1 The analysis which follows examines simply the potential demand for new retail floorspace generated by the newly resident population. In keeping with the NPPF, all town centre uses should of course firstly be directed towards existing centres under the sequential test. Moreover, it is very important to reconcile this demand against any latent under or over supply of retail expenditure within the local area. To that end, we note that the Wiltshire Council Town Centre and Retail Study (2010) identified a range of capacity projections up until 2026 at Table 6.2. As part of our examination of supply-side factors under Phase 3, we will be consulting further with the Council to understand whether there has been any increase or decrease in levels of access to retail facilities in the period since 2010, perhaps through the grant of planning permissions, which could affect those calculations and influence where retail spending by the newly resident population might be carried out.

5.3.3.2 In order to gain a proxy for the likely retail spend per capita, we have utilised Experian (MMG3), an industry standard census based retail spend software package. The data reveals that the typical spend per capita within a 20 minute drivetime of the SPTA is £3,149 per annum on comparison goods, and £1,978 per annum on convenience goods. Convenience goods are defined as food and drink, newspapers and periodicals and non-durable household goods (PPS4 Practice Guidance, Annex A). Comparison goods cover all other retail spend. This data includes the spending patterns of existing Army personnel within the wire, and so is a good approximation of the likely spend of the incoming population.

5.3.3.3 It is likely that a significant proportion of this spend will occur outside the wire. We have assumed that 100% of all SFA and SLA spend on comparison goods will occur outside the wire. However, in recognition that food is provided to SLA staff within the messes, it is assumed that 75% of SFA spend on convenience goods will be carried out outside the wire, only 50% of SLA spend will be. As a result, we forecast the following approximate spend from the incoming population on convenience and comparison goods.

	Population	Convenience Goods Spend		Comparison Goods Spend	
		Per capita	Total	Per capita	Total
SFA	4,801	£1,484	£7.12m	£3,149	£15.12m
SLA	2,898	£989	£2.87m	£3,149	£9.13m
Total	7,699		£9.99m		£24.25m

5.3.3.4 The direction of any capacity ultimately identified must also be considered against the town centres first policies of the NPPF. The spend identified will be a welcome boost to existing centres, and will benefit those centres most accessible to the eventual locations of the SFA and



SLA accommodation. Once those locations are determined, it will be possible to examine how the additional spend might be accommodated, as well as any gaps in existing provision. Cross-reference to the findings of the Wiltshire Council Town Centre and Retail Study (2010) will be highly relevant at that point in time.

5.3.4 Employment Impact of Adult Dependents

5.3.4.1 In order to calculate the likely employment impact of adult dependants, we have limited our calculations to the impact of spouses and partners of Army personnel. It is again assumed that each spouse is derived from 1 Army personnel. Although adult children (over 18s) living with Army personnel may also be seeking employment, it is assumed that they will make up only a small proportion of the overall job seekers², and have therefore been discounted from the calculations.

5.3.4.2 The Armed Forces Continuous Attitude Survey (AFCAS) 2013 indicates that 58% of spouses/partners are employed (not in the armed forces). Using the figure of 58% would result in 800 persons (of 1380 non-military spouses).

5.3.4.3 The AFCAS distinguishes between full time and part time/self employment. Of the 58% of spouses and partners who are employed, 62% are in full time employment and 38% are in part time employment or self employed. Adopting these figures would result in:

Full time employment

62% of 497 = 496 persons

Part time employment

38% of 497 = 304 persons

5.3.4.4 We have used a catchment area of 20 miles (Source: Census 2001, updated with 2011 figures) from the centre of Salisbury Plain to create a profile of the local working population categorised by sector. The numbers were then apportioned into each employment sector. The results highlight the likely employment impact of the incoming population and the sectors they are likely to seek work in.

5.3.5 Civilian and Civil Servant Jobs

5.3.5.1 It is assumed that a proportion of adult dependants will fill some of new jobs created as part of Army basing. However, it should be noted that the units relocating to Salisbury Plain are largely self sufficient deployable units which are staffed mainly by military personnel. Job opportunities will not be significant but there will be some civil service support required and actual numbers will be finalised prior to the relocation.

² AFCAS 2013 indicates that of the Army personnel who have children, 96% of personnel do not have any children aged 17+ whom they support financially.

5.3.5.2 There may be additional opportunities for contractor generated employment in support of the various military bases on the Plain, e.g. Mess staff, cleaning etc, again these details will be finalised prior to the move of the units.

Sector		Catchment Area Population	%	Employment Impact (no. of persons)
Primary	Agriculture & Forestry	1,974	2.00%	16 (10FT/6PT)
	Fishing	24	0.02%	0
	Mining & Construction	4,191	4.24%	34 (21FT/13PT)
Secondary	Manufacturing	9,787	9.89%	79 (49FT/30PT)
	Utilities	331	0.33%	3 (2FT/1PT)
Tertiary	Services	49,699	50.23%	402 (249FT/153PT)
	Retail	13,942	14.09%	113 (70FT/43PT)
	Distribution	4,917	4.97%	40 (25FT/15PT)
	Healthcare	9,923	10.03%	80 (50FT/30PT)
Other		4,153	4.20%	34 (21FT/13PT)
Total		98,941	100%	801 (497FT/304PT)

5.3.6 Open Space

5.3.6.1 Wiltshire Council’s Topic Paper 11 - Green Infrastructure provides draft interim open space standards. It should be noted that these standards have been drawn up prior to the completion of an open space study in Wiltshire. Using these standards, it is possible to calculate the open space requirements based on a net incoming population of 7,699 persons.



Open Space Type	Definition	Quantity	Accessibility (threshold/catchment distances)	Open Space requirement
Children’s equipped play	Provision for children and teenagers including non equipped LAP	0.3 ha per 1000 people Minimum size 200 m2	Fields in Trust guidelines: (Formerly six acre standard) LAP: 100 m LEAP: 400 m NEAP: 1000 m In rural settlements i.e. villages, hamlets and not of ‘town’ or ‘city’ status this is consolidated: any play area type within 4- 600 m.	2.31ha
General recreation area of natural green space	Land of significant recreation function including: country parks, nature/ecology areas including those associated with water bodies, city parks, Public Open Space (POS), amenity land, Public Rights of Way, canals.	1.0 ha per 1000 people; including 0.5 ha per 1000 people for children’s natural play (minimum size of 2000 m2)	Areas of less than 1 ha:300 m Areas of at least 2 ha: 2 km Areas of greater than 20 ha: 5 km	7.70ha (including 3.85ha children’s natural play)
Outdoor sports	With natural or artificial surfaces and either publicly or privately owned – including Multi Use Games Areas (MUGAs), tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas, including skateboard parks, outdoor basketball	1.6 ha per 1000 people; including 1.2 ha per 1000 people for sports pitches and 0.4 ha per 1000 people for other outdoor sports areas.	Fields in Trust guidelines: (Formerly six acre standard) Playing pitches: within 1.2 km of all dwellings in major residential areas Other outdoor sports: Athletics: one synthetic track with floodlighting per 250,000 people living within 30 mins drive time(45 mins in rural areas) of proposed location Tennis: community tennis courts within 20 mins travel time (walking in urban areas, by car in rural areas)	12.3ha (split for sports pitches and other outdoor sports areas TBA)



	hoops, and other more informal areas.			
Allotments	Allotments, community gardens and city (urban) farms	0.3 ha per 1000 people – (minimum size 4 allotments)	600 m	2.31ha

5.3.7 Leisure Expenditure

5.3.7.1 In order to estimate the increase in demand for leisure services due to the influx population, we have used Experian data to assess the current average expenditure in the immediate vicinity (£2,538 per annum). This has been projected over the influx population to reach a likely figure of leisure expenditure attributable to that population. This expenditure is split between the leisure service categories considered by Experian, each of which is further detailed below. Importantly, each category is distinct from the convenience goods and comparison goods retail categories considered at 5.3.3. There is no double counting.

Leisure	%	Per Capita	Assumed Influx Pop.	Influx Pop. Expenditure
Accommodation services	5.44	£138	7,699	£1.06m
Cultural services	11.06	£281		£2.16m
Education	9.84	£250		£1.92m
Games of chance	7.14	£181		£1.39m
Hairdressing salons	3.77	£96		£0.74m
Insurance	5.16	£131		£1.01m
Recreational and sporting services	5.29	£134		£1.03m
Restaurants, cafes etc	37.57	£953		£7.34m
Social protection	9.50	£241		£1.86m
Other services	5.22	£133		£1.02m
Total Leisure	100.00	£2,538		

Based on population of 20 mile radius from the centre of Bulford (SP4 9DN).

Source: 2012 Experian Ltd, Living Costs and Food Survey, National Statistics © Crown Copyright 2011. Published with the permission of the Office of Public Sector Information (OPSI).

Each leisure service category is defined below:

Accommodation services: hotel expenditure in and outside of the UK, as well as room hire.

Cultural services: cinema, theatre, museums, TV costs, video rental, miscellaneous entertainment.

Education: Education fees (including nursery and primary education), school trips etc.

Games of chance: Bingo, lottery, betting stakes.

Hairdressing salons: hair and beauty salons for men and women.

Insurance: Dwelling insurance, health insurance, transport insurance.

Recreational and sporting services: Spectator sports, participant sports, subscriptions to sports and social clubs, leisure class fees.

Restaurants, cafes etc: Restaurant and cafe meals, alcoholic beverages (away from home), takeaway meals and snacks, contract catering.

Social Protection: Residential homes, home help, nurseries etc, child care payments.

Other services: Moving house, banking or post office charges, other professional services or fees.



6 Heritage

6.1 Salisbury Plain as Cultural Landscape

6.1.1 Salisbury Plain has been a military training area for over a century. Since the arrival of forces at the end of Victoria's reign, infrastructure has been provided to support training troops and their families. Some elements of this infrastructure, such as parts of the Tidworth Garrison, Upavon Airfield or the Larkhill Officers' Mess are architecturally significant in their own right, while archaeological remains pertaining to historical moments have a particular significance. In addition, military activity has altered in response to historical and technological agency, whether doctrine, strategy, tactical responses to conflict or the introduction of new weaponry. As a result of these factors Salisbury Plain has a distinct character and range of heritage assets that are distinct from other areas of chalk upland in southern England, including the nearby Marlborough Downs. In addition, the Plain is a rich heritage landscape where military training has resulted in remarkable survival of a suite of archaeological remains because the lack of agricultural and development pressures present elsewhere in England. One of the results of this preservation is the high number of Scheduled Monuments that are present within the wider archaeological landscape and which are signifiers of the wider good state of preservation. As a result it is possible to read and comprehend that landscape and its development over the millennia in a more complete way than elsewhere. It should also be noted that remains on the military training area have strong associations with other sites and monuments outside the MOD boundary. This is no more evident than in the ceremonial and ritual connections, confirmed by recent archaeological research, between Robin Hood's Ball and Durrington Walls, which are respectively entirely and partly in MOD ownership, and Stonehenge, which is in English Heritage ownership.

6.1.2 It is, therefore appropriate to regard the entire Salisbury Plain area as a cultural landscape that is perceived as an entity that includes bases, camps, FIBUA, open space and other infrastructure. This landscape also has a significant time depth manifested in the archaeological and built heritage. The landscape character is formed by the combination of well-preserved archaeological landscapes and the specific direction and appearance resulting from the single ownership and particular usage of the terrain and the supporting developments. As a result, the heritage impact of change should be considered at a number of levels including at the landscape scale. In addition, the attendant studies of heritage supporting change should be integrated to create a landscape study that transcends individual mitigation, in line with NPPF guidelines that mitigation is not simply an exercise in site clearance.

6.2 Heritage Assessment of Sites

6.2.1 National Planning Policy Framework

English Heritage identified insufficient weight being given to NPPF.

The NPPF covers all aspects of the historic environment and heritage assets including designated assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Conservation Areas, Registered Parks and Gardens and Registered Battlefields) and non-

designated assets. The NPPF draws attention to the benefits that conserving the historic environment can bring to the wider objectives of the NPPF in relation to sustainability, economic benefits and place-making (para 126).

The NPPF states that the significance of heritage assets (including their settings) should be identified, described and the impact of the proposal on the significance of the asset should be assessed. The NPPF identifies that the requirements for assessment and mitigation of impacts on heritage assets should be proportional to their significance and the potential impact (para 128).

The NPPF sets out the approach local authorities should adopt in assessing development proposals within the context of applications for development of both designated and non-designated assets. Great weight should be given to the conservation of designated heritage assets and harm or loss to significance through alteration or destruction should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (para 132). Additional guidance is given on the consideration of elements within World Heritage Sites and Conservation Areas (para 138).

Where there is substantial harm to or total loss of significance of a designated heritage asset a number of criteria must be met alongside achieving substantial public benefits (para 133). Where there is less than substantial harm the harm should be weighed against the public benefits of the development (para 134). Balanced judgements should be made when weighing applications that affect non-designated heritage assets (para 134).

6.2.2 Heritage Data Sources

Data has already been obtained for Salisbury Plain Training Area from DIO GI Team at Westdown Camp and reflects the DIO Historic Management System (HMS) which is the heritage database for Salisbury Plain, as well as other MOD sites.

Data will also be sought from Wiltshire Council, which holds the County Historic Environment Record (HER) for sites outside the boundary of the Salisbury Plain Military Training Area, including areas identified as recommended SFA sites and at least a 2km buffer around them. The HER is the principal data source for heritage assets in Wiltshire. There has been data sharing with HMS, ensuring complementarity. However, for planning purposes, the HER will be the source consulted by the curator and planners. The HER is identified in NPPF as the primary source of heritage information.

The HER and DIO Geospatial Services also includes sensitivity mapping that can be used to identify undesignated but significant heritage assets and any undesignated elements around, but pertaining to, designated assets. For example, earthwork or garden remains relating to a listed building cannot be listed and may not be scheduled while some parts of an SM may not be considered worthy of designation but could still have potential to inform the understanding of designated elements, such as ploughed and unploughed deserted village earthworks.



These data sources will be consulted as a matter of course, as recommended in NPPF. Data received have been included in Comprehensive Desk-Based Assessments for the sites under consideration.

In addition, English Heritage thematic studies on military heritage, including airfields and barracks will be employed to inform assessment of assets falling into these categories.

6.2.3 Archaeological Field Evaluation

The County Archaeologist Service has indicated that they will seek baseline information as early as possible within the candidate identification process. This will mean archaeological evaluation being undertaken to inform the Outline Environmental Appraisal (OEA) baseline for heritage, rather than simply as supporting material to any planning applications that come forward.

Unless sites can be shown at desk-based assessment stage to have low potential for archaeological deposits, whether because of earlier ground disturbance or previous archaeological investigations or the scale of prior development, assessment works will be undertaken to inform the baseline data for the OEA. Such field evaluation can include:

- Geophysical Survey and if required,
- Evaluation trial trenching.

These techniques are tools to identify archaeological potential. Follow-up evaluation excavation will be proposed on sites where geophysics is undertaken in order to confirm results.

6.2.4 Assessment of Sensitivity

Heritage assets, whether already recorded or identified during evaluation works should be assessed for their significance. In line with NPPF significance will be a factor in decision-making about the location and nature of development.

In order to assess significance, impact assessments will be carried out through the consideration of baseline conditions in relation to the elements of the scheme that could cause cultural heritage impacts. Baseline conditions are defined as the existing environmental conditions and in applicable cases, the conditions that would develop in the future without the scheme. In accordance with best practice this report assumes that the scheme will be constructed, although the use of the word 'will' in the text should not be taken to mean that implementation of the scheme is certain.

No standard method of evaluation and assessment is provided for the assessment of impact significance upon cultural heritage, therefore a set of evaluation and assessment criteria have been developed using a combination of the Secretary of State's criteria for Scheduling Monuments (Scheduled Monument Statement, Annex 1), Design Manual for Roads and Bridges, Volume 11, Part 3, Section 2, HA 208/07 and Transport Analysis Guidance (TAG Unit 3.3.9, Heritage of Historic Resources Sub-Objective). Professional judgment is used in conjunction with these criteria to undertake the impact assessment.



6.2.5 Setting Assessment

The effects of development on the setting of designated assets (listed buildings, conservation areas, Scheduled Monuments and Registered parks, garden and battlefields) has been identified as an issue.

Setting includes the surroundings of the designated asset(s). Setting has a role in the understanding, appreciation and significance of the designated asset. It may be enhanced or reduced by new development but plans to develop should be screened for impact on setting so that the requirement for Setting Assessment can be scoped. There are no fixed boundaries for setting. For example, development outside of but visible from a designed landscape could be as much a significant source of risk as a smoking shelter adjacent to an LB. For example, development affecting the visual link between two contemporary sites connected in some way, including by form, function or socio-economic or ceremonial activity, would be subject to scrutiny in respect of setting. It should be borne in mind that intervisibility of monuments, such as between funerary monuments or between hillforts, is an important aspect of Prehistoric landscape configuration and appreciation.

Setting has already been identified as a source of risk by English Heritage and the Wiltshire Council Conservation Officer (e.g. Tedworth House). Recommended SFA sites should be subject to setting assessment as part of the desk-based assessment, including site visits, where feasible, to heritage assets potentially impacted by proposals.

6.2.6 Desk Based Assessment

Desk Based Assessments with a study area of radius of 3 miles from each site are currently being undertaken for Tidworth, Bulford, Perham Down and Larkhill. The desk studies will identify the heritage resource in and around these locations for the purposes of development proposals 'within the wire'. Further Desk Based Assessments will be required to supplement this work 'outside the wire' at locations where SFA or training infrastructure is proposed. Studies will be agreed with the DIO Archaeology and Historic Buildings teams.

Desk Based Assessment would assess the archaeological evidence in order to identify the potential significance of remains and, in turn, identify the potential archaeological risk across each site. The assessment would also critically assess existing information and historical records to identify areas of the site which are substantially disturbed and where archaeological issues may be considered negligible.

Each recommended SFA site (outside of the wire) will be the subject of a comprehensive desk-based assessment. Each study will consider the known and potential archaeological and built heritage resource within the development area plus an appropriate study area outside of the development site boundary to place the site within its immediate context. The historic landscape of the area will also be considered. The template for each DBA will be the 2003/4 Defence Training Review (DTR) reports (Wessex Archaeology for Defence Estates), albeit in a revised form to include factors such as the introduction of NPPF, EH guidance on Setting and changes to

local government in Wiltshire. Unfortunately none of the recommended SFA sites identified through the site sift process was subject of an original DTR report.

The following aspects will be reported within the assessment:

- Consideration of the above and below ground archaeological resource, built heritage (including Listed Buildings and Conservation Areas) and historic landscape.
- Collation and analysis of baseline data.
- Consideration of legislation and planning policy context with regard to cultural heritage.
- An assessment of value of the heritage resource.
- Assessment of the potential impacts of development upon cultural heritage sites.
- Setting assessment to consider the impact of development upon Setting of designated sites.
- Identification of the potential for previously unrecorded archaeological remains to be discovered within the development site.
- Description of potential mitigation measures and recommendations or requirement for further assessment.
- Consultation with the County Archaeologist.
- Consultation with English Heritage.
- Supporting maps, figures and photographs as appropriate, including constraints mapping.

The military training area of Salisbury Plain is better understood and documented. For the Plain the Integrated Rural Management Plan (IRMP) will serve in place of a DBA. The IRMP, its mapping, the Archaeological Site Groups (ASGs), and the IFS data will serve the same purpose as a DBA.

6.2.7 Constraint Mapping

It is acknowledged that better constraint mapping to include more than designated archaeological monuments is required.

Each DBA will include constraint maps for the site. The maps will be informed by the assessment of significance.

They will create zones indicating sensitivity and significance. These zones would be:

Very High: designated or equally significant heritage assets,

High: strong possibility of impact on heritage assets,

Medium: likely presence of previously unidentified heritage assets, or medium impact,

Low: possible presence of previously unidentified heritage assets, or low impact,

Very Low: very low/no impact because of very poor quality or known absence of remains, and

Not Known: areas where there is insufficient data.



Constraint maps will inform the decision making process and guide evaluation and mitigation strategies. They can also identify areas where baseline enhancement is required.

6.4 Issues affecting Designated Heritage Assets

DIO policy in respect of heritage is established under JSP 362, leaflet 12.

6.4.1 World Heritage Site

English Heritage has already expressed significant opposition to the idea of development within the Stonehenge World Heritage Site. The County Archaeologist is of the same mind. The strongest weight will be given to the WHS in discussions.

6.4.2 Significant Undesignated Heritage Assets

DIO HMS includes IFS (Important and Fragile Sites) and both the DIO Geospatial Services and the Wiltshire HER include a sensitive sites layer within its mapping and these will be used to identify potential risk within areas for the DBA considered as part of the Masterplan.

6.5 Military Heritage

Salisbury Plain includes a wealth of military heritage assets dating back to the late Victorian era. Some aspects of this heritage have been subject to study, including work by Field, McOmish & Brown; Brown & Osgood and, to a lesser extent by Bristol University Dept of Geography. Nevertheless, the significance of many elements of this heritage is not well understood or quantified.

Where possible, English Heritage thematic studies on military heritage, including airfields and barracks will be employed to inform assessment of assets. In other cases a more iterative approach based on the experience and expertise of DIO heritage staff will be essential to ascribe significance and value to historic buildings and training remains, including trenches, defensive structures and fieldworks.

Military heritage could present a major gap in baseline studies so desk-based assessment and walkover survey is proposed and an early stage.

6.6 Timetable

Desk Based Assessments should be agreed and commissioned at the earliest opportunity. The results of the DBA will inform the requirement for any further targeted assessment and field evaluation considered necessary in advance of the OEA as an enhancement to the baseline.

6.7 Consultation

In recent discussions the County Archaeologist Service recommended regular, informal discussions and updates.



7 Military Base Development

7.1 Current Proposals

7.1.1 The requirements for Army Basing within Larkhill, Tidworth, Bulford, Perham Down and Upavon Military Bases, include new build and refurbishment of existing facilities for:

- SLA;
- Messes for both Officers and Senior Ranks;
- Catering and Dining facilities;
- Regimental and Company HQs and Offices;
- Stores;
- Garages and Workshops;
- Education and Training buildings and facilities;
- Physical training and recreational sports facilities; and
- Medical and Dental facilities.

7.1.2 The full details of the type and the location of the provision of these facilities is subject to continuing dialogue between DIO and the Army in order to provide what is required i.e. a balance of new build and refurbishment that provides the best value. Following Assessment Studies by Aspire (the PFI operator of the sites) recommended options for new build and refurbishment development for Army Basing will be presented to DIO and the Army for consideration. Following that, consideration and finalisation of building requirements the proposals will be incorporated into the Masterplan.

7.1.3 Appendix 12 includes plans showing the types of proposed facilities, divided into the following zoning categories:

- Living and Welfare Zones;
- Administration/Training Zones; and
- Physical Training Zones
- Technical Zones.

7.1.4 The table below shows the current estimates for the type and potential number of new buildings.

Table 12 - Type and Potential Number of New Military Base Development

MILITARY BASE	TYPE AND POTENTIAL NUMBER OF NEW BUILDINGS									OTHER as noted
	SLA Buildings	Mess / Dining	HQ Building	Large Garages	Workshop / Tech Offices	Stores	Armoury	Training, Education Block	Phys Training Building	
LARKHILL	30	4		6	6	4	1	2		1x Med & Dental Centre
BULFORD	5	1	1	4	1	4	1	1		
PERHAM DOWN	7	1		3	1	1			1	
TIDWORTH	7	3	2	4	3	5	2	3	1	
UPAVON	5		1					1	1	1xJR Commercial & Retail



Other required new buildings include a Medical & Dental Centre at Larkhill, and a Junior Ranks Commercial & Retail building at Upavon.

- 7.1.5 Analysis of the constraints affecting development is included in Appendix 12. These constraints will be taken into consideration in order to arrive at a recommended option for development at each of the military bases. Plans showing the recommended options for military base development will be included in the final Masterplan.



8 Training

8.1 Training on the SPTA

8.1.1 At present there are typically 10-20 units utilising the SPTA at any one time, although at times this can rise to as many as 40 units. The SPTA is divided into areas to facilitate the most efficient allocation of utilisation for military training taking into account the areas varying characteristics and military capability.

8.1.2 Broadly speaking, dry training, which is all training and movement that does not involve live firing, can be conducted in all areas within the SPTA boundary. However dry training is not normally conducted within the central impact area owing to the threat of unexploded munitions.

Within the training area boundary there are four specific danger areas that are used for live firing:

- Bulford Danger Area (BDA) is a small arms complex comprising eight rifle ranges located in the East of the training area.
- The central impact area (comprising Areas 15 and 16) is located in the centre of the SPTA and is used for the majority of direct and indirect weapons systems including air gunnery.
- Areas 1-4 are located in the West and are used primarily for armoured manoeuvre; in addition the areas are used for live firing as required for major exercises.
- Warminster Danger Area (WDA) is a small arms complex located in the West of SPTA comprising eight rifle ranges and a grenade range.

8.1.3 Safe access and egress on to the training area is controlled by a system of red flags warning signs and barriers. Live firing takes place on most weekdays with night firing normally on Tuesdays and Thursdays. Additionally up to 12 weekends per year are authorised for live firing.

Training includes elements of some or all of the following:

- Access and manoeuvre by all types of vehicle from light wheeled to heavy wheeled and tracked armoured vehicles;
- Convoy and tactical logistic patrol movement;
- Access and manoeuvre on foot;
- Digging of trenches and mine-ploughing;
- Bivouacking and cooking;
- Urban operations;
- Firing of blank rounds, in conjunction with safety regulations;
- Use of pyrotechnics, in conjunction with safety regulations;
- Live firing of all types of weapons within safety parameters;



- Weapons trials;
- Use by foreign armed forces;
- Installation of temporary structures (Hesco bastions, cover from view fencing, portacabins, ISO containers); and
- Helicopter, Unmanned Aerial Systems and fixed wing aircraft support, including parachute drops.

8.1.4 Conduct of all training is directed by Range Standing Orders (RSO):

Several specialist-training areas have been developed in order to contain and control potentially damaging activities. These include:

- Imber village complex terrain;
- Berril Valley Obstacle Belt (BVOB) designed to practice Engineer bridging;
- The purpose built Fighting in Built-up Areas (FIBUA) village at Copehill Down, between Chitterne and Tilshead;
- A dedicated Cross-Country Driving Area (CCDA) outside Tidworth; and
- A Royal Engineer Training Area (RETA) at Perham Down.

8.1.5 Potential Environmental Impacts

8.1.5.1 The main environmental impact from military training on the SPTA itself comes from vehicles, wheeled and tracked, conducting manoeuvres and training activities such as mine ploughing. The SPTA is the only area in the UK where meaningful armoured manoeuvre can take place and as such the majority of the land is available for this type of training. This can cause the topsoil to be worn away exposing the chalk and regeneration of these exposed areas can take several years.

8.1.5.2 However, some 75% of vehicle movements are administrative or logistical in nature and a network mainly stone tracks³ has been developed with fixed crossing points where military roads cross public highways. These routes link the garrisons to the training areas and mean that often military vehicles do not impact the chalk downland environment at all. That said, where the stone tracks have deteriorated, drivers may be forced to take their vehicles off-road to avoid potholes and this can cause a rapid deterioration of the terrain in the immediate vicinity through the creation of ruts and compaction of soil. There is a residual risk from vehicle fuel and oil spillages derived from vehicles. Remote re-fuelling and bulk fuel/pack fuel transportation also present a residual risk of pollution.

8.1.5.3 However, there are ecological benefits to the 'right' amount of disturbance to the chalk grassland and natural tracks. Infrequent disturbance, even if it leads to exposure of the bare chalk in some places, is acceptable and perhaps even desirable, provided that the exposed chalk is then allowed to recover.

³ Apart from the concrete range road on SPTA West



- 8.1.5.4 Perhaps surprisingly, live firing has less impact on the natural environment and is restricted to designated ranges. Whilst the use of heavy weapons does leave explosion craters this only affects the two impact areas in the centre of the SPTA and even within these areas cratering is not widespread. Indeed, in response to the Outline Environmental Appraisal Scoping Report (DIO,2013), Natural England has advised that cratering at about the current rate leads to a valuable succession of bare chalk through to regenerated short turf, populated by rare species. Explosive residues and metal contamination from the use of munitions are also potential environmental impacts.
- 8.1.6 Environmental Management
- 8.1.6.1 Military units, civil police, emergency services and some authorised civilian organisations wishing to train submit bids for time on the SPTA. Their bid is reviewed and each bid is given a priority ranging from 1 to 12. Priority 1 exercises, which are usually Mission Specific Training (MST) exercises conducted prior to deployment, must go ahead and are generally not subject to restrictions. Other exercises may be restricted or even cancelled if serious environmental damage is assessed as likely to occur.
- 8.1.6.2 A sustainable training regime was developed following the Strategic Defence Review (SDR) in 2000. An environmental appraisal of the SDR proposals (as they affected the SPTA) was carried out and identified a need to manage training activities in order to preserve its unique features. This management regime is articulated in the Integrated Rural Management Plan (IRMP) although it has evolved and adapted to changing military requirements. Nevertheless it is still regarded as a robust and effective management system.
- 8.1.6.3 Each user is given a 'weighting' which is related to its likely environmental impact, which in turn depends on the unit size, proposed activity and equipment. Thus a section of eight infantrymen is given a lower rating than, say, a single Challenger II tank. Larger formations are given higher weightings, although these weightings do not necessarily increase in proportion to the unit size. For example, the weighting for a single tank is 12, whereas a regiment of tanks is assigned a weighting of 90. This is because the potential environmental impact of larger formations is proportionally less than the sum of its parts would suggest as a result of the type of training activities that are carried out at different unit scales.
- 8.1.6.4 Units are assigned to training zones each month depending on operational priorities and the available capacity. Each zone in the SPTA is given a nominal capacity of 100 and this represents the capacity of the zone in both environmental and safety terms. This capacity of 100 is not an absolute limit and can sometimes be exceeded by a small amount but in general this does not happen. This restriction implies that, for example, a single tank regiment is the largest unit that could train in a given zone at any time, although in practice the largest formations are normally battlegroups composed of sub-units of different regiments operating together.
- 8.1.6.5 In the last couple of years a refinement of the GP22 booking system has drawn a distinction between the weightings given to units on static training and those on manoeuvre training. Static training does not mean that the units are actually stationary but instead means that vehicles remain on the hardened tracks that run across the SPTA. Manoeuvre training, on the other hand, involves vehicles going off-road. Units on manoeuvre training are given a higher weighting than equivalent units on static training to reflect their greater environmental impact.

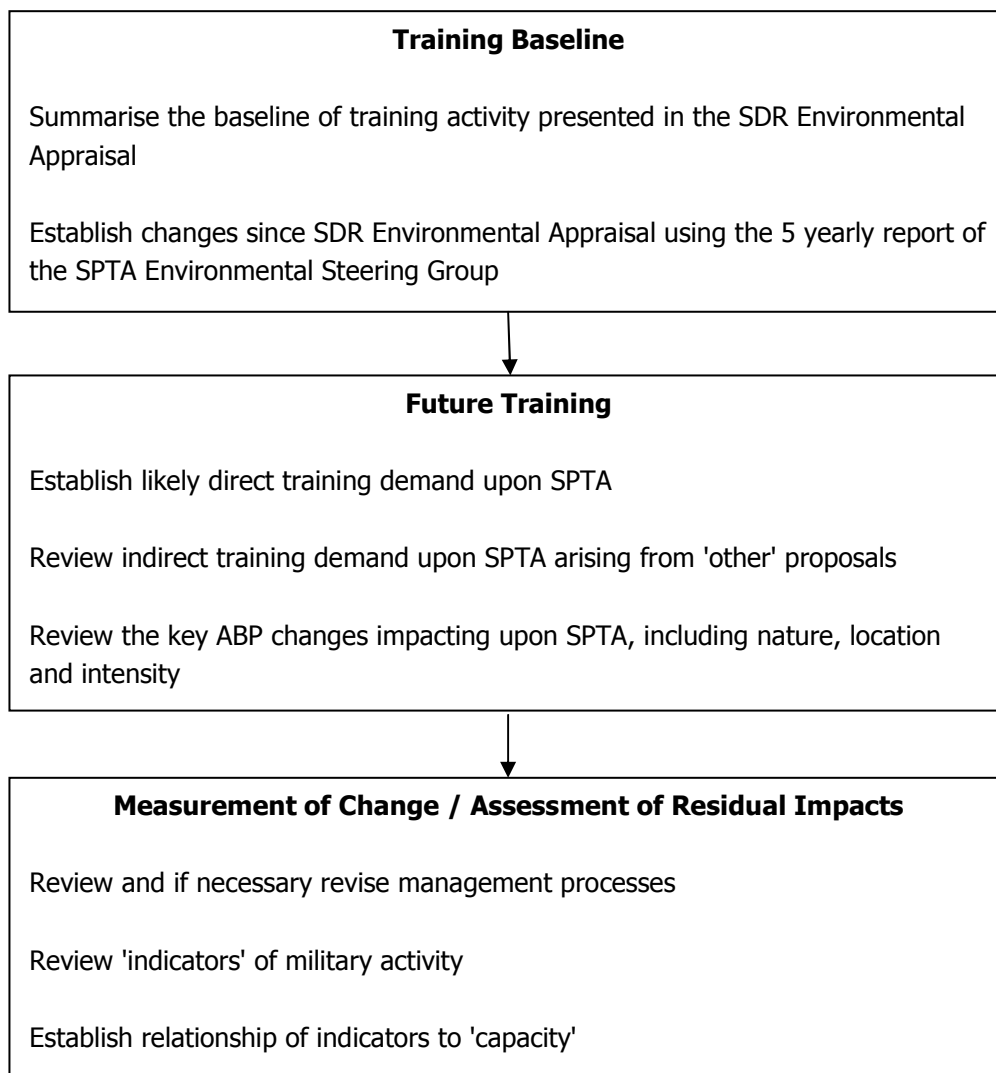


- 8.1.6.6 Damage to the chalk grassland is more likely during wet weather and during the winter months the DIO Natural and Historic Environment Team attend weekly meetings to review which zones are most at risk from training activity. Where it is felt that there is a high risk of damage to a particular zone, it may be agreed to direct training to a different location. Monthly meetings are also held to review training activity with a view to managing the environmental impacts. Minutes of these meetings are circulated to Natural England, English Heritage and Wiltshire Council. Where damage has been caused, arrangements are in place to make repairs.
- 8.1.6.7 Digging and mine clearing require specific clearance procedures detailed in RSO because of unexploded ordnance (UXO) safety issues and potential environmental impact. These clearance procedures involve input from the DIO Natural and Historic Environment Team advisors.
- 8.1.6.8 Noise from live firing, especially of heavy weapons, is actively managed via a noise management system which governs when and where such firing takes place. This is discussed in more detail in the chapter on noise below.
- 8.1.6.9 Management of training on the SPTA has its basis in the IRMP and the procedures described above have evolved from this document and MOD Joint Services Publication (JSP) policy and doctrines. The aim is to ensure the safe use of the SPTA both by the Army and other users, whilst at the same time ensuring that the sensitive environment is properly protected.
- 8.1.7 Future Training Requirement
- 8.1.7.1 The requirement for future training on the SPTA is not fully defined at the time of writing. However it is known that the MOD's use of the Plain will change as a result of the withdrawal from Afghanistan and a consequent reversion to training for a variety of combat scenarios, rather than being focused on the specific needs of the Afghanistan operation.
- 8.1.7.2 Although Salisbury Plain will host more troops in future, it is envisaged that the intensity of training activity on SPTA will remain within historical limits and well within the parameters assessed the Environmental Appraisal of post Strategic Defence Review Training on the Army Training Estate Salisbury Plain (HLC, 2002). The Ministry of Defence has a legal duty to ensure that the environmental sustainability of sensitive habitats and heritage assets will not be compromised.
- 8.1.7.3 Certain enhancements of training features are being proposed although it should be understood that the details of these features are not known at present and where required would be subject to statutory planning and where appropriate an EIA. They include:
- An additional electronic target small arms range, within the Bulford Danger Area, adjacent to the Nine Mile River;
 - A new Individual Battle Skills Range (IBSR), thought likely to be located on the edge of the central Impact Area;
 - An engineering skills practice ground, which is assumed to be within the boundary of the existing RETA; and
 - A new entrance to the SPTA from Bulford Camp, crossing the Nine Mile River and also avoiding the use of public roads by military vehicles.

Drawing SK-11.0 in Appendix 13 shows the danger zones and key elements of the training proposals.

8.1.8 Methodology for Assessing Future Training Requirement

In order to assess the current and predict the future training requirement it is proposed to review and, if necessary revise, the methodologies employed in the Higher Level Environmental Assessment of the Strategic Defence Review (RPS, 2000) and later in the Environmental Appraisal of post Strategic Defence Review Training on the Army Training Estate Salisbury Plain (HLC, 2002). The conceptual approach is illustrated below.





9 Transport

9.1 Introduction

9.1.1 Preamble

As discussed in the Phase 2 report the army basing programme will have implications on the local highway network, and will likely result in an increase in vehicle trips by both the military and civilians. The key drivers for trip generation are summarised as follows:

- *Service personnel living off site* – personnel living in Service Family Accommodation (SFA) need to travel to/from their place of work. Trips are essentially regular commuter movements made during working hours.
- *Service families* – SFA family life generates travel demands typical of any residential development. These trips occur throughout the day for reasons such as spouse trips to/from work, the 'school run', shopping and leisure related trips etc.
- *Service personnel living on site* - SLA is located 'within the wire' and therefore typically generates very little travel demand other than some movements to/from the sites at weekends which occur outside of the typical 'highway peaks'.
- *Military activity* – movement of military personnel and equipment between bases and training areas (including HGVs). This is irregular and typically occurs outside of the 'highway peaks'. Off-road transit routes are also used where possible to minimise highway impacts.

9.1.2 SFA is therefore considered to have the greatest potential to generate transport impacts but also offers the greatest opportunity to manage those impacts through appropriate site location and the provision of sustainable travel alternatives to the private car.

9.1.3 In order to understand the likely transport effects of the proposed new SFA a preliminary assessment has been undertaken to identify potential trip generation and likely 'over-arching' impacts on the local highway network. This 'high level' assessment is based on existing available traffic flow data (no new data has been collected) and is intended to help guide meaningful discussions with the highway authorities and to help guide the scope and extent of the detailed transport assessment work that will be required in support of the masterplan and planning application stages. This chapter summarises the methodology that has been used and the preliminary transport impacts that have been identified.

9.2 Methodology

9.2.1 Study Area

9.2.1.1 Based on information provided to the study team the total new SFA requirement for the rebasing proposals is a maximum of 1,380 dwellings. This therefore represents the net increase in SFA housing stock that will be delivered as part of the rebasing proposals.

9.2.1.2 For the purposes of this assessment it has been assumed that new SFA housing will be delivered in close proximity to the barracks with the requirement for the SFA. Therefore, the dwellings have been assumed to be split in accordance with the percentages shown in the table below. This split also factors in preliminary feedback from Wiltshire Council which suggests that, whilst the council does not wish to resist development at Larkhill, there are constraints to developing many of the potential SFA sites that have been identified at this location. The initial assessment therefore reflects this in the assumed spatial distribution of SFA housing.

9.2.1.3 However, it should be stressed that the percentage splits provided below are indicative only and an approximation for the purposes of this preliminary assessment. These splits are based on the best information available at the time of this assessment and do not represent a preferred scenario. The final choice of SFA development locations will be dependent upon a range of factors and will, in part, be advised by the next stage of more detailed transport assessment work.

Summary of Proposed New SFA		
Location	Distribution by Location	New SFA Dwellings
Larkhill	10%	138
Bulford	30%	414
Tidworth	30%	414
Perham Down/Ludgershall	30%	414
Upavon	0	0
Warminster	0	0
Total	100%	1,380

9.2.1.4 As no new SFA is proposed at Upavon or Warminster the study area for this preliminary assessment has been limited to the highway network in the vicinity of Larkhill, Bulford, Tidworth and Ludgershall/Perham Down as shown on the diagram overleaf.

9.2.1.5 This comprises the A303 Trunk Road, which is the responsibility of the Highways Agency. The A338 Principal Route, the A360, A344, A345, A3028, A3026, A346, A342 'A' Roads which are all the responsibility of Wiltshire Council and the eastern end of the A342, which is the responsibility of Hampshire County Council.

9.2.2 Existing Traffic Flow Data

9.2.2.1 The highway authorities have confirmed that there is no existing turning count data available within the study area. Therefore in order to establish baseline transport conditions existing traffic count data has been obtained from the following sources:

- The Highways Agency’s TRADS Website – for May 2013 Automatic Traffic Counter (ATC) data on the A303(T)
- Hampshire County Council – for May 2013 ATC data on the A342 north of its junction with the A303(T)
- The Department of Transport’s (DfT’s) database of Annual Average Daily Flows (AADF) for 2012 AADF flows for all other locations within the study area.

9.2.2.2 Morning and evening peak hour flows (08:00- 09:00 hrs AM, 17:00 – 18:00 hrs PM) have either been summarised from the May 2013 ATC data or estimated from the 2012 AADF flows by applying a daily to peak hour conversion factor derived from the local ATC data.

9.2.2.3 Applying estimated traffic flows in this manner is considered acceptable for the purposes of this preliminary assessment. However, it should be noted that estimated flows may not accurately reflect existing traffic conditions. New traffic surveys will therefore be required for the next stage of more detailed assessment. In addition, it should be noted that the use of estimated flows may affect the percentage impacts presented later in this chapter, which should be treated as indicative only.

9.2.3 Accident Data

9.2.3.1 The accident history for the most recent 5 year period available (01/07/2008 to 30/06/2013) has also been obtained from Wiltshire and Hampshire Councils for the wider Salisbury Plain area. Accident plots for the areas of interest around Bulford, Larkhill, Tidworth and Perham Down are presented as **Figures 3518-004-1/2 and 3** (Appendix 14) and a summary of the accidents by year and severity for the areas of interest is presented as follows.

Personal Injury Accidents by Year and Severity				
Year	Fatal	Serious	Slight	Total
2008 (7 Months)	0	6	25	31
2009	5	15	57	77
2010	1	16	49	66
2011	0	15	49	64
2012	0	14	45	59
2013 (6 Months)	0	3	21	24
Total	6	69	246	321

9.2.3.2 The accident plots reveal several clusters of accidents, most notably at the junction of the A303(T)/A345 ‘Countess Roundabout’ to the south of Durrington (recently signalised by the Highways Agency), the A303(T)/A360 ‘Longbarrow Junction’ (recently re-modelled by the

Highways Agency as part of the English Heritage new visitor centre for Stonehenge) and the junctions of the A338 with Lahore Road/Station Road and Meerut Road in the centre of Tidworth. Initial dialogue with Wiltshire Council Highways also confirms that generally within the area there is an elevated level of collisions involving MOD staff returning from tours of duty, in particular motorcycle collisions which have been the subject of recent accident prevention activity by Wiltshire Council and the Police. In addition there are, or have recently been, collision clusters at the following County roads sites;

- B3068 / The Packway, Rollestone Crossroads.
- A342 / A346 Shaw Hill Junction, Ludgershall.
- A342 / A338 Leckford Crossroads.
- Junction of Horne Road & Marlborough Road, Bulford.

9.2.3.3 There has also been a collision history at the A360/A344 'Airman's Cross' Junction, which has recently been redesigned as a roundabout junction, and the A344/A303(T) Junction which was recently closed.

9.2.3.4 Road safety issues will require further investigation as part of the detailed transport assessment work prepared in support of the masterplan and planning application stages. Where material traffic impacts are identified as a result of development-related traffic it will be necessary to demonstrate there will be no detrimental effects on road safety, or it may be necessary to identify off-site mitigation measures to safely accommodate new development trips.

9.2.4 Committed Land-Use Development and Transport Schemes

9.2.4.1 Committed schemes are defined as land-use developments or transport schemes which have a current planning consent, but which are, as yet, unimplemented or incomplete, and could in the future have a significant effect on transport conditions, or the layout of the local highway network.

9.2.4.2 The Highways Agency has not specified any committed developments or transport schemes to be considered as part of this preliminary assessment.

9.2.4.2 Hampshire County Council has confirmed that feasibility work is ongoing for a potential road safety improvement scheme at the A338/Watery Lane junction in Shipton Bellinger to address accident issues at this location.

9.2.4.3 Hampshire County Council has also advised on the following potential committed land-use developments that will need to be researched and taken into account as appropriate for the detailed transport assessment work:

- East Anton MDA, north-east Andover – 2,500 dwellings (currently being built out, 750 units sold as of Oct) (TVN.09258)
- Picket Twenty, east Andover – 1,200 dwellings (currently being built out) (TVN.09275)
- Picket Piece, east Andover – 530 dwellings (currently being built out, not occupied) (10/00242/OUTN)

- Andover Airfield, south west Andover – mixed employment and hotel uses (09/02392/OUTN and 13/00034/FULLN). The S106 Agreement for this permission also includes a series of 'barred routes' which HGVs from the Andover Airfield site are not permitted to use, these are:
 - A3057 south of the A303
 - A342 north of the A303
 - A343 north and south of the A303
 - B3402 north of the A303
 - B3048 north of the A303
 - Monxton Road

9.2.4.4 It is also worth noting that the A342/A303 junction ('Hundred Acre Corner') was recently improved in order to accommodate the Andover Airfield development mentioned above.

9.2.4.5 Wiltshire Council has advised of the following potential committed land-use developments that will need to be researched and taken into account as appropriate for the detailed transport assessment work:

- North East Quadrant residential at Tidworth - 600 dwellings (E/09/1078)
- Granby Gardens residential site at Ludgershall - 181 dwellings (E/12/1543)
- Site at the end of Empress Way Ludgershall - 106 dwellings (E/13/0234)
- Drummond Park residential site at Ludgershall - 550 dwellings (E/11/001)
- Longhedge residential on the A345 N of Salisbury - 673 dwellings (C/13/00673)
- Old Sarum and residential sites at Amesbury – Details TBC

9.2.4.6 For the purposes of this preliminary assessment the above is provided for information purposes only and no committed land-use developments have been taken into account in the traffic impact calculations presented later in this chapter. This approach is considered to provide a robust assessment because development-related traffic impacts are calculated against the lowest 'background' flows (i.e. background traffic flows have not been increased through the addition of committed development traffic flows).

9.2.4.7 Committed land-use developments and transport schemes will need to be researched and taken into account as appropriate at the time the detailed transport assessment work is undertaken in support of the masterplan and planning application stages.

9.2.5 Assessment Years

9.2.5.1 For the purposes of this preliminary assessment development-related traffic impacts have been estimated at the 2012/13 base year only and no allowance has been made for any growth in background traffic flows between the base and any future assessment years. This approach is considered to provide a robust assessment for the same reasons stated in paragraph 9.2.4.6 above.

9.2.6 Development Traffic Generation

9.2.6.1 An estimate of development traffic generation has been made using trip rates obtained from the TRICS database (2013 (b) Version 6.12.2).

9.2.6.2 Multi-modal trip rates have been used with the trip rate for each mode being obtained separately. Trip rates were obtained for 'Houses Privately Owned'. It is appreciated that SFA does not generate as many vehicular trips in the weekday peaks as private housing because at least one member of each SFA household will be employed at the local barracks and is therefore likely to walk or cycle to work. For subsequent stages of the transport assessment trip generation data will be obtained from traffic surveys undertaken at existing SFA in the local area. However, until this information has been collected it has been necessary to apply generic trip rates for 'Houses Privately Owned' for the purposes of this preliminary assessment. These trip rates are very robust and should be considered a 'worst case'.

9.2.6.3 In addition, at this stage no allowance has been made for the effects of any sustainable transport infrastructure or Travel Plan measures/initiatives likely to be delivered as part of the new SFA developments, as these are currently unknown. However, it is reasonable to assume that such measures and/or infrastructure will help to encourage travel by sustainable modes, thereby further reducing vehicular trip generation below the levels assumed for this preliminary assessment.

9.2.6.4 The trip rates that have been applied for the purposes of this preliminary assessment should therefore to be treated as being overly robust and it is expected that once site specific information is available the resultant vehicular trip generation will be significantly reduced for the reasons outlined above.

9.2.6.5 Average trip rates have been obtained for the periods 08:00-09:00 and 17:00-18:00 hrs. These periods are the peak periods for 'Houses Privately Owned'. A summary of the TRICS trip rates and resultant trip generation is presented as follows.

Summary of Average TRICS Trip Rates – Person Trips per Dwelling by Mode – Houses Privately Owned						
Mode of Transport	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Vehicles	0.148	0.403	0.551	0.381	0.224	0.605
OGVs	0.003	0.003	0.006	0.001	0.001	0.002
PSVs	0.001	0.001	0.002	0.000	0.000	0.000
Cyclists	0.005	0.018	0.023	0.015	0.009	0.024
Vehicle Occupants	0.182	0.594	0.776	0.499	0.300	0.799
Pedestrians	0.040	0.170	0.210	0.086	0.058	0.144
Public Transport Users	0.005	0.038	0.043	0.023	0.005	0.028
Total People	0.231	0.820	1.051	0.623	0.372	0.995

Summary of Estimated Total Person Trips by Mode (Person Trips/Hour)						
	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Vehicles	204	556	760	526	309	835
OGVs	4	4	8	1	1	3
PSVs	1	1	3	0	0	0
Cyclists	7	25	32	21	12	33
Vehicle Occupants	251	820	1,071	689	414	1,103
Pedestrians	55	235	290	119	80	199
Public Transport Users	7	52	59	32	7	39
Total Person Trips	319	1,132	1,450	860	513	1,373

Summary of Estimated Vehicle Trips by Site Location (VPH)						
	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Larkhill	20	56	76	53	31	84
Bulford	61	167	228	158	93	251
Tidworth	61	167	228	158	93	251
Perham Down/Ludgershall	61	167	228	158	93	251
Totals	204	556	760	526	309	835

Note: Trip generation is to be treated as overly robust for the reasons stated in the preceding paragraphs

9.2.7 Development Trip Distribution and Assignment

9.2.7.1 Vehicle trips have been distributed onto the local highway network using Travel to Work Information for the resident population of the Tidworth, Perham Down and Ludgershall South, and Durrington wards using data from the 2001 Census. (Travel to Work data from the 2011 Census is not yet available). Development trips have been assigned based on the shortest/quickest routes available, which were identified using journey planning software.

9.2.8 Development Traffic Impacts

9.2.8.1 Indicative traffic impacts have been calculated by comparing the estimated 2-way development trips against the estimated 2-way 'background' (2012/13) traffic flows on each highway link within the study area. The resultant percentage impacts are intended to provide an approximate indication of the extent of the highway network that could be affected by development traffic and the junctions that are most likely to require assessment. The indicative percentage impacts summarised below **do not** reflect anticipated increases in traffic flows due to the rebasing programme and it should be stressed that all impacts are artificially high due to the combined effects of using estimated base traffic flows; 'worst case' trip generation rates; making no allowance for sustainable travel measures/infrastructure; making no allowance for future assessment years or background traffic growth; and making no allowance for committed development traffic flows.

9.2.8.2 The table below summarises traffic flows and indicative percentage impacts on key links within the study area. Full details of the calculations can be found in **Appendix 14**.

Location	2-Way Flows (VPH)				% Impacts	
	2012/13 Base		Development Trips			
	AM	PM	AM	PM	AM	PM
A338 north of A346	611	726	88	149	14%	21%
A342 between A3026 and A303(T)	718	854	97	165	14%	19%
A303(T) between A342 and A338	2,011	2,392	227	385	11%	16%
A338 south of A303(T)	500	595	164	277	33%	47%
A303(T) between A338 and A3028	2,531	2,972	298	504	12%	17%
A303(T) between A3028 and A345	1,929	2,255	153	256	8%	12%
A345 South of A303(T)	888	1,057	164	277	18%	26%
A303(T) between A345 and A344	2,088	2,424	6	10	0%	0%
A303(T) between A344 and A360	1,645	1,881	5	9	0%	0%
A360 south of A303(T)	589	701	0	0	0%	0%
A303(T) west of A360	1,308	1,728	5	9	0%	0%
A360 west of A344	653	777	1	2	0%	0%
A345 north of A3028	372	442	2	4	1%	1%
A338 north of A303(T) south of Bulford Rd	686	816	298	341	29%	42%
A338 between A03026 and A342	568	676	85	504	43%	62%
A338 between A342 and A346	430	511	62	104	14%	20%
A342 northwest of A338	233	277	0	0	0%	0%

Note: All % impacts are artificially high for the reasons set out in the preceding paragraphs and are only presented to help determine the study area required for more detailed assessment. They do not reflect expected increases in traffic flows due to the rebasing programme.

- 9.2.8.3 There are no fixed thresholds for determining when a percentage traffic increase is considered to be material as this depends on the existing conditions at a particular location. For example in locations already known to experience traffic safety or capacity issues any increase in traffic could be considered material. However, as a very approximate guide, percentage impacts of 10% or less are generally not considered to be material, unless there are existing underlying safety or capacity issues.
- 9.2.8.4 As can be seen from the summary above the preliminary assessment is suggesting that the main impacts are forecast on the A338 north of Tidworth (i.e. trips to/from Marlborough, Swindon and the M4), the A338 between Tidworth and the A303(T) to the south. On the A303(T) east of the A338 (i.e. trips to/from Andover, Basingstoke and London) and on the A345 and A338 south of the A303(T) (i.e. trips to/from Salisbury and the south coast).
- 9.2.8.5 Based on the very robust assumptions applied and the limited data available for this preliminary assessment the following are considered to be the key highway junctions likely to require investigation as part of the detailed transport assessment work.
- A338 Tidworth Road/A346 Shaw Hill
 - A338 Tidworth Road/A342
 - A338 Pennings Road/A3026 Ludgershall Road
 - A338 Pennings Road/Meerut Road
 - A338 Park Road/Station Road
 - A303(T)/A338
 - A303(T)/A342 (recently improved as part of the Andover Airfield development)
 - A303(T)/A345 'Countess Roundabout'
 - A345 Countess Road/A3028 Larkhill Road/The Packway
 - A3028 High Street/Salisbury Road/Double Hedges
- 9.2.8.6 The above list will be subject to agreement with the highway authorities and further junctions will also require assessment in the vicinity of the individual SFA development sites, once these are known.
- 9.2.8.7 As stated previously, this preliminary assessment is very 'high level' and has been undertaken to help inform discussions with the highway authorities regarding the likely scope for the next stage of more detailed transport assessment work. The assumptions and methodology applied for this preliminary assessment are considered to be overly robust. As a result the indicative percentage impacts are artificially high for the reasons set out earlier in this chapter and are **only intended** to help determine the study area required for more detailed assessment. They **do not** reflect anticipated increases in traffic flows due to the rebasing programme.

9.3 Sustainable Transport

9.3.1 Potential New Cycle and Pedestrian Routes

9.3.1.1 The infrastructure suggested as part of the Tidworth Community Area Transport Study (TCATS), produced in 2004, and the resultant Transport Plan produced in 2005 included proposals to improve sustainable transport facilities in the local area, including the A3026 Ludgershall to Tidworth pedestrian & cycle link.

9.3.1.2 The draft update of the Tidworth Area Community Plan, which is currently being produced, also reflects the desire to see improved pedestrian and cycle facilities and connections within the area and mentions upgrades to the footpath/bridleway from Shipton Bellinger to Tidworth to make it accessible to pedestrians and cyclists and an aspiration for a footpath from The Wellington Academy to Perham Down.

9.3.1.3 In addition, it is acknowledged that there is general interest in obtaining greater civilian access to Salisbury Plain and providing safe cycle and pedestrian routes to link Ludgershall (Wellington Academy), Perham Down, Tidworth, Bulford, Larkhill and possibly Stonehenge. Such provision would be beneficial for both civilian and military users and has the potential to remove trips that would otherwise use local roads.

9.3.1.4 A new cycle/pedestrian link could be provided as a circular route to maximise its attractiveness for leisure use and would ideally be provided 'off-road' to minimise potential conflicts with motor vehicles.

9.3.1.5 Investigations are ongoing to determine whether a new cycle/pedestrian route using a combination of public highway and land within MOD control is feasible. It is recommended that this initiative is explored further as it offers potential gains in terms of improving accessibility to existing and future MOD sites and removing activity that would otherwise use local roads.

9.3.2 Bus Accessibility

9.3.2.1 To help advise the selection of SFA development sites the relative accessibility to existing bus services has been examined using GIS. Site boundaries have been plotted and overlaid with the routes of existing local bus services and existing bus stops.

9.3.2.2 Best practice guidelines recommend that new development should be located within a 400m walking distance of the nearest bus stop served by regular bus services.

9.3.2.3 Walking distances are normally calculated using actual walking routes (i.e. available roads and footpaths). However, in this instance several of the recommended SFA sites are not currently served by existing pedestrian infrastructure, but would be linked as and when development takes place. Therefore, in order to avoid unfairly biasing these sites a more simplistic approach has been taken and 400m buffers have been indicated from existing bus stops which represent a 400m 'straight line' walking distance (in any direction) from the bus stop regardless of the available existing pedestrian infrastructure.

- 9.3.2.4 The plots are presented as **Figures 3518-006-1/2/3 and 4** (Appendix 14) and as can be seen Larkhill has the greatest number of recommended SFA sites that do not fall completely within a 400m straight line walking distance of existing bus stops. These include site references: L3b, L5, L7, L8, L9, L10, L12, L14b, L17 and L18. Depending on the scale and layout of SFA development ultimately provided at Larkhill it may be possible to introduce new/modified bus services, routes and stops that would improve this situation, subject to agreement with the relevant bus operators.
- 9.3.2.5 At Bulford all sites either fall completely within the 400m buffer distance, or the majority of the site is within the buffer, except for site references B8, B14, B18, B19 and B22. At Ludgershall/Perham Down the majority of sites are within 400m except for site references PL3, PL4, PL12, PL14 and PL18 and at Tidworth the majority of sites are within 400m except for site references T7, T10, T12, T14 and a small part of T15 and T16.
- 9.3.2.6 As discussed in the Phase 2 report Ludgershall, Tidworth and Bulford are located on a public transport spine running from Andover to the north-east to Salisbury to the south linked in particular to the Activ8 route (operating 15 minute frequencies for much of the day though Tidworth and Ludgershall and 30 minute frequencies through Bulford). As such these sites benefit from regular services linking residents to a variety of “higher order” services accessible in the neighbouring larger conurbations of Amesbury, Salisbury and Andover. Ludgershall also has a limited number of daytime services linking it with Marlborough to the north.
- 9.3.2.7 Larkhill has less well developed sustainable links, being located away from some of the main inter-urban public transport routes, (although there are alternate bus routes linking to Salisbury to the south such as the X5 service which links to Swindon in the north).
- 9.3.2.8 There is therefore some potential constraint associated with the promotion of Larkhill as a main centre for new SFA, due to the relative inaccessibility to existing bus stops and the more limited sustainable links between this site and the surrounding towns when balanced against the other sites. However, it may be possible to address this shortfall if local bus operators are prepared to provide new/extended services to serve an increased patronage in the Larkhill area.
- 9.4 Access for HGVs and Abnormal Loads
- 9.4.1 The movement of military personnel and equipment between bases and training areas involves the use of Heavy Goods Vehicles (HGVs) and occasionally the movement of abnormal loads (i.e. a vehicle that has a weight of more than 44 tonnes, an axle load of more than 10 tonnes, a width of more than 2.9 m or a length of more than 18.65 m).
- 9.4.2 Regulations require that for all abnormal load movements the appropriate authorities (police, highway authorities and bridge and structure owners, e.g. Network Rail) are notified before the load is moved on the public highway.
- 9.4.3 Once the date and planned route of an abnormal load movement is known this notification is made using the Highways Agency’s on-line ESDAL system (Electronic Service Delivery for Abnormal Loads). This system ensures that the correct authorities and structure owners are consulted for the

chosen route and provides general advice to hauliers. Abnormal load movements are also escorted, either by the police or the haulage company.

- 9.4.4 Military abnormal load movements are planned to use the most appropriate roads available between the proposed journey origin and destination, where possible making use of higher category roads which are more suited to the movement of larger, wider, or heavier vehicles (i.e. 'A' class roads and Trunk Roads such as the A303).
- 9.4.5 Standard procedures apply to all military-related abnormal load movements on the public highway with regards to movement notification and vehicle escorts. Based on the previous 2 years recorded notifications there are approximately 1,000 Abnormal Load notifications a year from 3 main contract hauliers. Two of these hauliers use the HET military transporter vehicles, and the third uses regular articulated tractor/trailer units.
- 9.4.6 Approximately 60-65% of these movements are between Bulford, Tidworth, Ludgershall and the firing ranges on Salisbury Plain. The remainder being to or from Marchwood Military Port or other military facilities outside the area. There are no known concerns or performance issues regarding the movement of abnormal loads on the highway network within the study area.
- 9.4.7 It is also worth noting that the 1,000 abnormal load notifications may cover more actual movements on the network because a notification can cover several journeys and may apply to more than one vehicle. Convoys of 5 or more vehicles are not uncommon.
- 9.4.8 The movement of 'abnormal' military vehicles to/from and within the study area is therefore a common practice and one which the MOD, local hauliers, police and local highway authorities are very familiar with.
- 9.4.9 In addition to abnormal loads, men, equipment and stores are also regularly transported around the study area using a range of vehicle types. Where possible HGV movements will make use of the extensive network of private MOD roads and transit routes available within the study area to avoid unnecessary impacts on the public highway. These routes provide direct access to the various training areas, firing ranges etc with dedicated 'tank crossings' provided where transit routes cross the public highway.
- 9.4.10 The majority of public roads within the study area are suitable for HGV movements although there are a number of existing vehicle weight and height restrictions in place. These comprise a combination of area-wide weight restrictions to protect local villages and restrictions due to low bridge structures. None of these are considered a significant constraint to military HGV movements due to the availability of alternative routes. Within the study area these restrictions are identified on **Figure 3518-005** (Appendix 14) and summarised as follows:
- Adjacent to the A338 Tidworth – pedestrian bridge over an adjacent watercourse (does not affect the A338)
 - Shoddesden Lane, Ludgershall – 3.51 m height restriction (low railway bridge)
 - Cadley Road & Fair Mile (East of Collingbourne Kingston) – area wide 7.5t weight restriction

- B3083 (Winterbourne Stoke) - area wide 7.5t weight restriction
- B3086 London Road (West of Larkhill) - area wide 2t weight restriction
- B390 Shrewton Road (and other roads in the vicinity of Chitterne) - area wide 18t weight restriction
- Four locations in Pewsey (north east of Upavon) – various height restrictions due to low railway bridges

9.4.11 These height and weight restrictions do not preclude access to any of the MOD sites within the study area provided that higher category roads are used (i.e. A303 Trunk Road, Principal Routes and 'A' Roads).

9.4.12 Hampshire County Council has also confirmed the following in relation to abnormal load movements:

- At the time of writing the Redhouse Bridge on the A338 at Parkhouse Interchange is currently being strengthened. These works are causing some disruption to abnormal load movements to and from Tidworth and Bulford, with some journeys having to travel beyond the Parkhouse Interchange to the next suitable junction to turn around. The works are scheduled for around 15 weeks.
- There are several bridges in Hampshire County Council's control that are regularly used by military vehicles, but the main route in this area, the A303(T), is in Highways Agency control.
- The Council is not aware of any restrictions within the study area that would restrict vehicle movements on the main routes.
- All Abnormal Load movements on the County Council's road network are notified and assessed on an individual basis. The Abnormal Loads Officer check the notifications against each of the structures over which they pass, using overall weight and individual axle details as the criteria. Hampshire Police will also check the notifications for safety implications, impacts on street furniture etc.
- The Council is not aware of any mechanism for pre-approval of routes. All abnormal loads must go through the notification process for each movement.

10 Engagement Plan

10.1 Introduction

- 10.1.1. As discussed above, it is intended that the Salisbury Plain Masterplan is endorsed by Wiltshire Council as a material consideration in the determination of planning applications for Army basing development. It is important that key stakeholders are properly consulted during the preparation of the Masterplan document.
- 10.1.2 In addition to the engagement and communication described below it will be necessary for the public relation communications departments of DIO/MOD, with the assistance of Wiltshire Council team, to carry out a campaign of publicity via the various media outlets available. This will include leaflets and communication via local TV/radio, newspapers, magazines, newsletters and web based media. An outline list of media outlets is provided in Appendix 15.
- 10.1.3 In order for the Masterplan to carry sufficient weight at decision stage of planning applications, the degree of community involvement will need to be on a par with that for a Supplementary Planning Document (SPD). This would entail, at the very least, the undertaking of an initial public consultation exercise, including representations during a six week period, with the Planning Context Report document being changed in the light of representations received leading to the final Masterplan. Prior to endorsement, a Statement of Community Involvement (SCI) will be submitted along with the final Masterplan. In accordance with Wiltshire Council's guidance, the SCI will set out how consultation was undertaken during the preparation of the Masterplan and summarise the representations received. The SCI will set out DIO's response to each representation and if necessary, any corresponding revisions to the document.
- 10.1.4 For the purposes of this Engagement Plan, it is important to define what is meant by 'key stakeholders'.

Key stakeholders comprise:

- Defence Infrastructure Organisation
- Wiltshire Council
- Army
- Statutory Bodies
- Infrastructure Providers
- Local Community

The Local Community is defined as:

- General public
- Area Boards
- Town and Parish Councils

10.2 Phase 1

10.2.1 Phase 1 comprised the initial data gathering and identification of the key study area for the Masterplan. This was solely a scoping exercise and did not necessitate engagement beyond discussions with Wiltshire Council. An initial Communications Strategy was formulated in conjunction with Wiltshire Council and included in the Phase 1 document.

Event	Statutory Consultees Workshop
Formal/Informal ⁴	Informal
Means	Briefing Workshop
Anticipated Audience	Statutory Consultees: <ul style="list-style-type: none"> • Natural England • English Heritage • Highways Agency • Environment Agency
Purpose	To brief on the current position in terms of the Army Basing Programme, and identify early areas of interest. Establish initial contacts Brief Statutory Consultees on state of progress Seek their high level concerns Consider further engagement (format, timing etc.)
Outcome	The masterplanning team are able to identify any areas of particular sensitivity, areas of constraints in terms of capacity or known issues, thoughts on beneficial development areas with justification.

A workshop for statutory consultees was jointly arranged by DIO and Wiltshire Council and held on the 4th October at the St John’s Parish Centre, Trowbridge. The meeting began with an introduction to the Army basing programme, and a presentation of the initial areas of search for SFA sites. The Phase 2 report was subsequently issued to statutory consultees for comment. A table containing a summary of responses, including queries raised during the workshop was included in Appendix 7 of the Phase 2 report. Comments have been reviewed and informed work during Phase 3.

⁴ Formal – Organised & public facing

Informal – Not public facing & more back office activity (day to day communication) or individual or small group meetings

In addition to the above, Wiltshire Council have briefed communities at Amesbury, Pewsey, Tidworth and Warminster Area Boards since November 2013, to provide background to the Army basing programme and to discuss progress on the Masterplan. Area Boards were informed of future consultation opportunities.

10.3 Phase 2

Refinement of the long list of potential SFA sites as identified at the outset of Phase 2 to exclude heavily constrained sites. Progress meetings were with DIO and Wiltshire Council throughout this Phase. Consultation with Area Boards and Exhibitions took place.

Event	Area Board Meeting and Initial Public Consultation
Formal/Informal	Formal
Means	Government Website Briefing session to Area Boards (27 th November) Staffed Public Exhibition (27 th November) 3 Static Exhibitions (28 th November to 6 th December)
Anticipated Audience	Area Board Members Select Elected Members Community Groups Members of the public
Purpose	Briefing on the current status of the project Illustrate the areas of search based on the feedback on the Phase 2 report.
Outcome	Update Area Board Members on progress and likely impact in certain areas. Gather feedback on sensitive local issues.

Early engagement of key stakeholders is necessary to ensure that sensitive local issues are taken into account at the earliest opportunity. To this end, primary engagement took place over a period of 2 days, 27th November and 28th November. All questions asked and responses given were recorded. Consultation material was made available through the Government website. The public were made aware of the events through the following channels:

Government website

Wiltshire website

Area Board newsletters

DIO Press Release

Advert in local radio

27th November 2013

The first event comprised an evening briefing session. This was in two parts. The initial part of the event was an introduction to the basing programme, followed by a more detailed outline of the process, plan and summary of the current status of the project. Invitees for this part of the event comprised council members, local community representatives, Area Board Chairpersons plus Army representatives. The invite list was determined by DIO and Wiltshire Council. Information boards were prepared to inform attendees of the proposals. The second part of the event was the

presentation of Information Boards for all attendees to view, and this part was open to the public. The venue for this event was the Wellington Academy at Ludgershall.

28th November to 6th December 2013

In addition, further sets of static information boards were consecutively exhibited at three locations for the period of 28th November to 6th December. The locations for these static exhibitions were Tidworth Leisure Centre, Amesbury Library and Durrington Library. These stands were unstaffed however there was a facility for the public to leave comments, either through a comments box or via the ABP email mailbox, which was set up by DIO expressly for engagement purposes (ABSPTA@wyg.com).

Comments will be collated and captured in a schedule of representations and recorded for the Statement of Community involvement.

10.4 Review Responses from November/December 2013 Consultation

Further development of the draft Phase 3 documentation following the stakeholder feedback and responses garnered during the Phase 2 consultation events in preparation for the formal 6 week consultation (see 10.5 below).

10.5 Formal Consultation

Event	Draft Masterplan – Public Consultation
Formal/Informal	Formal
Means	Draft Planning Context Plan Report Initial Stakeholder Briefing Static Displays Staffed events Media: <ul style="list-style-type: none"> • Government website, Wiltshire Council website • Radio • Local Paper
Anticipated Audience	Members of the public Elected Members Area Board Members
Purpose	Raise awareness of the Masterplan Inform the public on where proposed development may potentially take place Clarify links between Local Development Framework and Army Basing requirements Gather views and comment on the proposals
Outcome	Schedules of concerns/questions raised and their responses Auditable record of engagement

An initial stakeholder meeting was held on 29th January 2014 at Wellington Academy in Ludgershall, to brief Ward Councillors, Parish Councillors and local community groups on the feedback received following the November/December 2013 consultation. The initial part of the event was an introduction to the basing programme, followed by a more detailed presentation which outlined the approach that has been taken towards SFA site selection, proposals for Military Base Development, and Training Development.

This stage will also comprise a formal 6 week public consultation period (19th February to 1st April). The consultation will build on the information presented at Phase 2. This consultation will be crucial in explaining, in general terms, the MOD's Army Basing Programme as well as presenting the preferred/potential SFA development sites and the proposals for the military bases, and the various considerations that have been taken into account to reach this stage.

Principally the consultation will need to target the following affected areas:

- Tidworth
- Ludgershall/Perham Down
- Larkhill
- Bulford
- Outlying areas including Warminster, Upavon and Salisbury

There will be a need for consultation to extend beyond the Wiltshire community. DIO will work with Test Valley Borough Council and Hampshire County Council to determine the most appropriate methods to ensure that their communities are sufficiently engaged.

Static information boards will be consecutively exhibited at 4 locations for the 6 week period. The locations for these static exhibitions are Amesbury Library, Tidworth Library, Durrington Library and Salisbury Library. In addition, the exhibitions will be staffed on the following dates:

- Amesbury Library (24 Feb & 18 Mar)
- Tidworth Library (25 Feb & 19 Mar)
- Durrington Library (24 Feb & 19 Mar)
- Salisbury Library (25 Feb & 18 Mar)

Consultation material will be made available through the Government and Wiltshire Council website. The public will be made aware of the events through the following channels:

Government website (<https://www.gov.uk/government/consultations/salisbury-plain-training-area-master-plan-Army-basing-programme>)

Wiltshire website (Wiltshire Homepage and MCI webpage)

Area Board newsletters

Notice to Parish Councils

DIO Press Release

Advert in local newspapers

There will an opportunity for the public to provide comments, either through a comments box at consultation events or via the DIO email mailbox (DIO-ArmyBasing@mod.uk), which will be set up by DIO expressly for engagement purposes. All comments received will be recorded and included in the Statement of Community Involvement.

On completion of the public consultation, it will be necessary to undertake a review of the outcomes with the Army/DIO, the local planning authority, statutory consultees, stakeholders and interested parties representing the local community to consolidate the outcomes and findings of the various consultation exercises to form a final comprehensive Planning Context Report. A draft Statement of Community Involvement will be agreed with Wiltshire Council.

10.9 Salisbury Plain Masterplan

Event	Final Masterplan – Outcomes Consultation
Formal/Informal	Formal
Means	Final Planning Context Plan Report Final Masterplan Static Displays Staffed events Media: <ul style="list-style-type: none"> • Government website, Wiltshire Council website Local Paper
Anticipated Audience	Wiltshire Council Statutory Bodies Army/DIO Other interested parties
Purpose	Present the final Master Plan Outline the processes undertaken Demonstrate a clear and robust process has been undertaken

Army Basing Programme: Infrastructure Delivery

Planning Context Report – Consultation Draft



Defence
Infrastructure
Organisation

Outcome	Acceptance of the Masterplan Endorsement by Wiltshire Council Endorsement by Attendees Acceptance of the Statement of Community Involvement
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Publication of the final Master Plan on various platforms for a 4 week consultation period including the Government website, Wiltshire Council website, and hardcopies will be made available to view at Wiltshire Council.

11 Timescales and Processes

- 11.1 The overall programme for Army Basing extends through to 2019 with construction work expected to commence in mid-2016. The completed Assessment Studies and Outline Environmental Appraisal will inform the Planning Context Report to create the Salisbury Plain Masterplan in May 2014.
- 11.2 In the longer term, the likely timescales for key elements of the programme are:

Design of new facilities and SFA	May 2014 to October 2015
Prepare and submit planning applications for early works (Military Base development)	April 2014 onwards
Prepare and submit planning application(s) for SFA	June 2014 to January 2015
Construction Periods	June 2016 to 2019

Glossary

Army Basing Programme: Infrastructure Delivery

Planning Context Report – Consultation Draft

Glossary of Terms

ABP – Army Basing Programme

CME – Complex Manoeuvre Environment

DIO – Defence Infrastructure Organisation

MOD – Ministry of Defence

PAC – Project Allenby Connaught

SFA – Service Families Accommodation

SLA – Single Living Accommodation

SPTA – Salisbury Plain Training Area

TSAR - Tri-Service Accommodation Regulations

URD – User Requirement Document

Base – area within MOD perimeter fence (e.g. Bulford)

Site – a defined plot of land

Area of Search – specific sites being evaluated for development proposal

Settlement – a recognised bounded area where a local population live and/or work etc.