

AGENDA

Meeting: Strategic Planning Committee
Place: Salisbury City Hall Auditorium
Date: Wednesday 30 July 2014
Time: 2.00 pm

Please direct any enquiries on this Agenda to Kieran Elliott, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718504 or email kieran.elliott@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

Briefing Arrangements:	Date	Time	Place
PARTY SPOKESMEN	28 July 2014	12:30	Rudman Room, County Hall

Membership:

Cllr Glenis Ansell	Cllr Bill Moss
Cllr Terry Chivers	Cllr Christopher Newbury
Cllr Andrew Davis (Chairman)	Cllr Tony Trotman (Vice Chairman)
Cllr Stewart Dobson	Cllr Fred Westmoreland
Cllr Charles Howard	Cllr Graham Wright
Cllr David Jenkins	

Substitutes:

Cllr Ernie Clark	Cllr Paul Oatway
Cllr Bill Douglas	Cllr James Sheppard
Cllr Mary Douglas	Cllr Nick Watts
Cllr Dennis Drewett	Cllr Ian West
Cllr George Jeans	Cllr Jerry Wickham
Cllr Howard Marshall	

PART I

Items to be considered when the meeting is open to the public

1 Apologies for Absence

To receive any apologies or substitutions for the meeting.

2 Declarations of Interest

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

3 Chairman's Announcements

To receive any announcements through the Chair.

4 Public Participation and Councillors' Questions

The Council welcomes contributions from members of the public.

Statements

Members of the public who wish to speak either in favour or against an application or any other item on this agenda are asked to register in person no later than 13.50pm on the day of the meeting.

The Chairman will allow up to 3 speakers in favour and up to 3 speakers against an application and up to 3 speakers on any other item on this agenda. Each speaker will be given up to 3 minutes and invited to speak immediately prior to the item being considered. The rules on public participation in respect of planning applications are detailed in the Council's Planning Code of Good Practice.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution which excludes, in particular, questions on non-determined planning applications. Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda (acting on behalf of the Director of Resources) no later than 5pm on Wednesday 23 July 2014. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

5 **Army Basing Masterplan** (*Pages 1 - 180*)

Appendix 1: Army Basing Programme Masterplan (*Pages 43 - 108*)

Appendix 2: Statement of Community Involvement (SCI) summary list of third party consultation responses (*Pages 109 - 138*)

Appendix 3: Defence Infrastructure Organisation (DIO) response to comments by EA, NE & WC Ecologist (*Pages 139 - 156*)

Appendix 4: Summary of responses from statutory consultees & other stakeholders (*Pages 157 - 178*)

Appendix 5: Abbreviations (*Pages 179 - 180*)

6 **14/04907/FUL: Nadder Hall, Weaveland Road, Tisbury, SP3 6HJ** (*Pages 181 - 198*)

7 **Date of Next Meeting**

To confirm the date of the next meeting as 17 September 2014.

PART II

Item during whose consideration it is recommended that the public should be excluded because of the likelihood that exempt information would be disclosed

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Wiltshire Council

Strategic Planning Committee

30 July 2014

Army Basing Programme - Master Plan

This report contains the following sections and appendices:

1. Report summary
2. Emerging Wiltshire Core Strategy & Army Basing Programme master planning process
3. Background to the ABP Master Plan
4. Master Plan – summary of proposals
5. Master Plan – more detailed proposals
6. Overarching Environmental Assessment
7. Planning policy context
8. Stakeholder and community engagement
9. Planning issues
10. Infrastructure delivery and cumulative impacts
11. Conclusion
12. Legal Implications

RECOMMENDATION

Appendix 1: ABP Master Plan

Appendix 2: SCI summary list of third party consultation responses

Appendix 3: DIO response to comments by EA, NE & WC Ecologist

Appendix 4: Summary of responses from statutory consultees & other stakeholders

Appendix 5: Abbreviations

Important background reports to the Army Basing Programme Master Plan referred to in this report can be viewed in electronic form at the following address:

<https://n3g.4projects.com/document/publicfiles.aspx?DocumentID=d19c261e-a6d5-49a3-b7cd-361500565908#>

1. Report summary

- 1.1 The report summarises the content of the Army Basing Programme (ABP) Master Plan, as prepared by the Defence Infrastructure Organisation (DIO). It sets out how the Master Plan has been prepared having regard to the development plan and other material considerations, as well as how consultations have been carried out with stakeholders and other interested parties and the responses received taken into account.
- 1.2 The report recommends that the Strategic Planning Committee notes and endorses the Master Plan as a critical background document which will inform the assessment of future planning applications to deliver the ABP. The Master Plan informs each application by defining the wider context and assessing the cumulative impacts, and so demonstrating in the broadest terms how and where development can, and cannot, take place. Critically, endorsement of the Master Plan would not be tantamount to the granting of any form of planning permission and nor would it fetter the Council's consideration of future ABP planning applications. The Master Plan would, however, provide the Council with a 'baseline' against which the future ABP applications would be judged, this particularly with regard to the opportunities and the constraints the Plan defines.
- 1.3 The Salisbury Plain Training Area (SPTA) is the largest military training area in the UK and consists of around 390 square km of land owned by the MOD. The Plain is a protected habitat of international value and an important historic landscape with many designated heritage assets including parts of the Stonehenge and Avebury World Heritage Site (WHS). The area in and around the plain hosts a number of established garrisons – these include Warminster, Bulford, Tidworth, Perham Down, Upavon and Larkhill.

2. Emerging Wiltshire Core Strategy and the ABP master planning process

- 2.1 Core Policy 37 (CP37) of the emerging Wiltshire Core Strategy (eWCS) recognises that the military presence in Wiltshire has brought many benefits, particularly to the environment and the economy. In the light of the ongoing rationalisation of operational military facilities and establishments the eWCS acknowledges the need to plan for important changes to existing facilities and address the challenge of finding appropriate re-use for redundant facilities.
- 2.2 Specifically, CP37 acknowledges that the provision of new housing on MOD land for military personnel and other operational facilities will be required as a result of the ABP across the SPTA. It envisages that a single master plan should be developed, thereby front loading consultation and partnership working with the local community and other stakeholders. The master planning process could ensure that the infrastructure needs arising from the proposed development are established and can be delivered as well as enabling the cumulative impact of development arising from the programme to be addressed.

- 2.3 Wiltshire Council has worked in partnership with the DIO in preparing the ABP Master Plan which has resulted in enhanced public engagement and consultation as well as Joint Officer and Councillor working and steering groups which have informed the Plan.
- 2.4 It is clear that the preparation of the ABP Master Plan is integral to the ABP development process. DIO envisages that planning applications for the ABP will be submitted in a phased way. The Master Plan provides the context for these individual planning applications and shows how the options to accommodate development have been considered.
- 2.5 The detailed planning policy context and stakeholder/community engagement process and outcomes is considered at sections 7 and 8 respectively to this report.

3. Background to the ABP Master Plan

- 3.1 The Executive Summary to the Master Plan sets out the background to the ABP as follows:

“In March 2013, the Secretary of State for Defence announced the Regular Army Basing Plan. This set out the future lay down of Army units in the UK as units move back from Germany and restructure to deliver the Army 2020 future operating Model The Government has committed £1.644 billion to the new basing plan nationally, of which over £800 million will be spent on new accommodation. The Army Basing Plan has transitioned into a delivery as Army Basing Programme (ABP).

This includes better optimisation of the UK estate including greater concentration of the Army on Salisbury Plain Training Area (SPTA), where three high readiness Reaction Force Brigades will be based. The Defence Infrastructure Organisation (DIO) has been liaising closely with Wiltshire Council since mid 2012 on preparing and planning for this increase in unit numbers and for the associated unit moves, programmed for implementation in the period 2015 to 2019.

..... [The Master Plan] brings together the key conclusions of the Assessment Studies for each Garrison and the Training Estate; the Planning Context Report; the Overarching Environmental Appraisal (OEA); and, the Outline Transport Assessment (OTA). It identifies the additional infrastructure requirements that are needed to support these moves and the associated planning applications that will be required to be submitted over the next few years. DIO has sought to engage relevant stakeholders at every phase of Masterplan preparation through a large number of meetings, formal and informal presentations, and a series of public consultation events designed to capture comments on ABP proposals for Salisbury Plain. Feedback received from stakeholders has helped to shape the proposals contained in the Masterplan”.

- 3.2 As is evident, the Master Plan brings together the key conclusions of a number of separate studies that combine to form the planning, assessment and initial design

process for the ABP. DIO has prepared a wide range of supporting studies to inform the selection of development sites and the constraints which will need to be addressed.

- 3.3 Assessment Studies have been undertaken of the Larkhill, Bulford, Tidworth, Perham Down and Upavon bases to identify the location and type of new buildings and the facilities that are needed to accommodate the increase of service personnel. A separate Assessment Study has also been undertaken on the Training Estate, which surrounds the bases, identifying the location and type of new training facilities that are needed. In parallel to the proposals for 'inside the wire' a Planning Context Report (PCR) has been prepared in a number of distinct phases to address the planned changes 'outside the wire', related to new Service Family Accommodation (SFA) and achieving 'balanced' communities.
- 3.4 Given the sensitivity and protection afforded to the Salisbury Plain landscape, an environmental sub-group (including all the statutory consultees) met regularly throughout the masterplan process to provide input to the site selection process and inform consideration of alternative options. An Overarching Environmental Appraisal (OEA) has also been prepared covering proposals for the bases, training estate and the SFA sites, which provides a broad evaluation of the environmental effects of the entire programme of works required by the Master Plan. The OEA reviews the following topics: ecology and nature conservation; cultural heritage; soil, groundwater and surface water; landscape and visual; ground conditions; noise and vibration; air quality; socioeconomics and community effects; and, transport and access. The output from the OEA will both ensure that any significant environmental effects have been identified at an early stage in order that they can be taken into account during the subsequent detailed design and planning stages.
- 3.5 The impact on the transport network of all the planned changes has been reviewed in an Outline Transport Assessment (OTA), which identifies the strategic transport mitigation proposals.

4. Master Plan – summary of proposals

- 4.1 The purpose of the Master Plan is to establish the constraints and opportunities for new development, and to provide an overview of where development will take place to support ABP. A copy of the complete Master Plan is attached to this report at **Appendix 1**.
- 4.2 At a strategic level the proposals will bring approximately 4,300 military personnel and their dependents, relocated to the Tidworth, Ludgershall (Perham Down), Bulford and Larkhill areas, in a phased programme between 2014 and 2019. The uplift in personnel at each base, which is largely dictated by the operational requirements of the army, is set out in the table at para 4.4 below:

4.3 The key development proposals of the ABP are as follows:

- New construction and refurbishment work to be undertaken mostly “behind the wire” on existing MOD bases. This will include single living accommodation (SLA), catering and extensive new build and some conversion of existing technical accommodation, including workshops, garages, armouries, stores and offices.
- Outside the bases approximately 1,100 new houses on MOD land, to accommodate service families – known as Service Family Accommodation (SFA) as detailed in the table below. The aim is to provide integrated and sustainable communities for both military and civilian families in line with local strategic planning guidance. The changes are to be centred round existing bases at Bulford, Perham Down/Ludgershall and Larkhill, and to a lesser extent Tidworth.
- Proposed development on the SPTA, to include a new electronic target range, a new Individual battle shooting range, an enhanced ‘backdoor access’ to SPTA at Bulford and an extension to the Royal Engineers Training Area.

4.4 The actual total number of SFA required is 1,117 and this will comprise:

- 100 units to be purchased from the market to de-risk the ABP supply, as this number of SFA is required by April 2015 and cannot be procured for construction in time available;
- 36 units required to replace existing stock in Bulford; and
- 1,081 units remaining requirement for ABP to be included in the Master Plan.

The conclusion of the Planning Context Report is that the SFA will be sited outside of the wire ideally in the areas within the table below:

Location	Change	A2020 Liability	SFA Units
Larkhill	+2053	3955	540 new
Bulford	+735	3453	277 new (inc. 36 rebuild)
Tidworth/Perham Down	+1236	5397	100 purchased
Upavon	+254	531	300 new
Total	+4278	13336	1,117

5. Master Plan - Detailed Proposals

5.1 The Master Plan does not aim to identify exact sites for development as its purpose is to provide a broader overview on where development may take place having regard to

operational requirements and the identified constraints and opportunities. That said, it does provide a level of detail which requires explanation as follows:

5.2 Larkhill

Proposed development at Larkhill within the wire includes living accommodation, amenity space, welfare facilities, administration/training resources and 'technical' facilities. The majority of single living accommodation will be to the north of the camp, with other development clustered around the centre and west of the site. Some existing buildings would be demolished. In total SLA will comprise 31 one, two or three-storey blocks.

- 5.3 Regarding SFA, the Master Plan acknowledges that due to the sensitivity of the WHS it will not be appropriate to develop south of the Packway. Equally, the Plan acknowledges that in view of the landscape sensitivity around Durrington, and concerns regarding coalescence of Larkhill and Durrington, land immediately to the west of Durrington should remain open. This leaves the sites to the north and west of the Stonehenge Golf Centre which are as close as practical to the base and which are large enough to meet the SFA need. To enable these sites to be considered for development, the army has agreed to relocate a firing area. The Master Plan states the following:

"The Larkhill proposal identifies how most of the calcareous grassland can be protected and structure landscape provided to enable the development to be integrated into the wider landscape. The boundary of the proposal area includes land for 540 SFA, public open space, protected grasslands, new school site, community facilities and the existing Golf Centre. The Golf Centre is not included in the suggested SFA development area at the present time, but should it become available it could mean that the northern boundary of housing as presently indicated could be repositioned further south.

The Landscape Visual Impact Assessment (LVIA) chapter of the Overarching Environmental Appraisal includes impact assessments of the preferred sites. The selected site has been the subject of an initial LVIA to support the development, more detailed assessment will be undertaken as part of the landscape assessment to support the subsequent planning application.

As part of the planning application process, the next steps include detailed assessments of the study area to support delivery of the 540 SFA, additional new primary school and local facilities. It is acknowledged that Wiltshire Council's preference for primary education is for the existing school to be retained and a new two-form entry school provided, accommodating the relocation of Figheldean Primary School. Further studies will include detailed geophysical survey and, if required, trial trenching to ensure that there are no major historic structures within the proposed site. At the same time an assessment would be undertaken in Larkhill to identify how the existing school site and local facilities can be improved to complement the development on the north east. If the SFA studies conclude that not all of the 540

SFA can be delivered in this location, the remaining balance of SFA would be provided either in Bulford or by inclusion of the Golf Centre as an area for development”.

5.3 Bulford

Proposed development at Bulford camp inside the wire includes SLA, welfare facilities, administration/training resources and technical facilities including workshops and garages. Some buildings will be demolished. SLA will comprise 16 one, two or three storey blocks and refurbished existing buildings.

5.4 Outside the wire Bulford is constrained by its landscape sensitivity, proximity to heritage assets, the capacity of the road network, ecology and adequacy of local facilities. Two sites are identified for SFA at Bulford outside of the wire. The Master Plan states the following:

“The Bulford proposals plan 1 identifies a site off Bulford Road which could accommodate all 277 SFA, together with land for a public open space. The plan retains the existing footpaths and provides a landscape buffer around the archaeological assets on the land. Lower density housing would be located on the southern boundary of the site adjacent the open fields. A new road access provided close to the Canadian Estate off Bulford Road and from the south off Double Hedges Road or through the adjacent site B9, accessed from Newmans Way.

Bulford proposals plan 2 identifies the western part of B19, which is not part of the camp, together with the triangular site on the north (B12) for low density SFA to provide between 30 to 50 Officer SFA. The area requires more detailed, technical landscape and ecological assessment as part of the planning application process to determine the precise area of developable land, ensure a satisfactory relationship with listed buildings and safe road access.

This process would also identify the fallback location of any SFA that has not been possible to deliver in Larkhill”.

5.5 Tidworth

Proposed development at Tidworth inside the wire includes living accommodation, administration/training resources and technical facilities. Some existing buildings will be demolished. SLA will comprise 13 one, two or three story blocks.

5.6 SFA is not proposed at Tidworth in view of landscape constraints and difficulties in providing access to sites. The Master Plan states the following:

“Although initial studies indicated that the area may be able to accommodate about 175 houses, due to the above constraints and the proximity of more suitable land for development at Ludgershall, the 100 SFA, originally identified to serve the Tidworth Barracks as part of the total of the 200 required will be provided in Ludgershall. The balance of 100 houses of the 200 required will be purchased on the Riverbourne Fields development”.

5.7 Perham Down/(Ludgershall)

Proposed development at Perham Down includes living accommodation, amenity areas, administration/training resources and technical facilities. SLA will comprise 11 one, two or three storey blocks.

5.8 Outside the wire Perham Down and Ludgershall are constrained by heritage assets, ecology and the capacity of Wellington Academy (400+ dwellings would require expansion of the academy to beyond a maximum tolerable size of c.2000 pupils). The Ludgershall proposals plan – appendix 4b – identifies land at Corunna Barracks for 300 SFA together with land for a new primary school, public open space and local facilities.

5.9 Upavon

No new units are moving into Upavon although there would be a small uplift in personnel (254). Proposed development inside the wire includes living accommodation and office facilities. No new SFA is proposed at Upavon.

5.10 The Training Estate

Proposed development includes a new electronic target range in the Bulford Danger Area, an Individual Battle Shooting Range in the Central Impact Area, a new direct access point on to the SPTA from Bulford, a modified facility at Copehill Down, some infill at Imber Village, and moveable structures alongside the Complex Manoeuvre Environment between Copehill Down and Imber Village.

6. **Overarching Environmental Assessment (OEA)**

6.1 The Master Plan is accompanied by an OEA. This is the first step of the environmental assessment process, identifying the likelihood of significant effects based on the proposals and helping to scope and focus subsequent stages of the assessment process. Given the complexity of the project, which will require multiple planning applications including several Environmental Impact Assessments, the OEA will also act as a valuable framework providing the Council with clarity and confidence over the cumulative and synergistic effects of individual planning applications, helping to ensure timely, informed and robust decision making at the application stage. It has been informed by consultation and draws on a wealth of existing information and bespoke studies.

6.2 The Master Plan is also supported by a strategic Habitats Regulations Assessment (HRA). Although the statutory requirement for HRA is not triggered by a document of this nature¹, it was agreed by DIO, statutory consultees and the Council that it would be prudent to carry out a HRA at an early stage in the planning process given the number of international designations potentially affected by the proposals and the strict requirements of the Habitats Directive. The Council is also required to have regard to the requirements of the Habitats Directive in the exercise of its functions, including its

¹ Endorsement of this plan does not amount to giving any consent, permission or other authorisation for the purposes of Regulation 61, and the masterplan does not meet the definition of a 'land use plan' (as set out in Regulation 107(1)) for the purposes of Regulation 102.

decision whether or not to endorse the masterplan document, and the strategic HRA document identifies the potential implications of the project for the international designations and demonstrates to the Council how these may be addressed. The Council will be required to carry out detailed HRAs of individual applications at the planning stage including 'in-combination' assessments. These in-combination assessments can be highly complex in a situation such as this involving multiple applications and designations; the strategic HRA will therefore provide the Council with a useful overarching assessment to assess the in-combination effects of all the applications, streamline the HRA process at the application stage, and help to ensure that such assessments are undertaken in a legally robust manner. A similar approach has been taken by the Council for the planned development Porton.

6.3 Each topic is considered using a methodology first agreed with the relevant consultees. From this, baseline conditions are defined and then significant effects arising from the proposals identified. The significant effects for each topic identified by the process are set out below:

6.4 Topic: Ecology and Nature Conservation

The OEA concludes that impacts may be anticipated to a varying degree across the development sites, principally in respect of chalk grassland, plantation, woodland and dense scrub habitats as well as to badgers, birds, reptiles, bats and terrestrial invertebrates, such as rare insects or snails. The non-technical summary to the OEA states:

“Various measures are available to mitigate for these potential impacts including the creation of habitat to replace land which will be developed and the translocation of animals to alternative sites in advance of works. In some cases, the timing of works can also be adjusted so that impacts, for example on breeding birds, are avoided. Recommendations have been made to offset or mitigate for all of the potential ecological impacts, and with the adoption of these measures the report considers that there would be no remaining significant effects on habitats or species.

A programme of monitoring has been recommended, to ensure that all of the mitigation measures are working as anticipated; if any unexpected problems are identified then further remedial action would be taken in partnership with stakeholders such as the Environment Agency or Natural England”.

Habitats Regulations Assessment – extract from OEA

“Due to the designation of Salisbury Plain and the River Avon as internationally important wildlife sites, it has been necessary to undertake an analysis (called a Habitats Regulations Assessment (HRA)) of the potential impacts of ABP and military infrastructure on the internationally important interest features such as the chalk grassland, the marsh fritillary butterfly and stone curlew populations. An analysis to assist the DIO in making the assessment is contained within Chapter 18 of the OEA.

The analysis examines the direct impact of the Complex Manoeuvre Environment, Electronic Target Range and Individual Battle Shooting Range. It concludes that with appropriate mitigation (including chalk grassland habitat improvements and precautions over the delivery and management of the infrastructure) no significant effect would occur.

The analysis also considers the potential recreational impacts of the increased Army Basing population on the international ecological interest, alongside the housing set out in the Wiltshire Core Strategy, and concludes that the mitigation already identified for the Core Strategy should be extended to the ABP.

The potential implications of a return to previous forms of military training on Salisbury Plain are considered and it is concluded that no significant effect would arise.

Water resource and quality impacts on the River Avon SAC are analysed. The analysis concludes that existing water abstraction issues relating to the River Avon require addressing and that subsequently to this no significant effect would arise from the ABP”.

This last conclusion is considered later in the report.

6.5 Topic: Cultural Heritage

The OEA concludes that a small proportion of the identified heritage assets have the potential to be significantly affected by the proposed developments. These include setting impacts on certain designated and undesignated remains near the south western recommended SFA site at Bulford. A preliminary finding is that the setting of some historic military buildings could be affected by proposed development behind the wire but the locations and designs of new buildings are not yet confirmed. At Larkhill, the potential for setting effects on the WHS has been investigated and significant effects were found to be unlikely. The non-technical summary to the OEA states:

“Further work has been proposed to avoid or reduce impacts on the identified heritage assets. In addition, archaeological field work is proposed in advance of development, to identify any buried archaeology”.

6.6 Topic: Soils, Groundwater and Surface Water

The OEA concludes that potential impacts on soils can occur as a result of land use change, compaction, erosion, rutting and spills and leaks. The Army’s projected training patterns are thought likely to have a negligible effect and, although the risk of pollution can never be entirely eliminated, standard construction site measures are sufficient to control the risk from spills or leaks to soils and underlying groundwater. The non-technical summary to the OEA states:

“Wessex Water has confirmed that there is sufficient capacity within their existing licence to abstract water to ensure a reliable supply to new housing, supplemented by the Veolia supply. Impacts on surface water may arise as a result of contamination, change in flow, the shape of the channel and water quality. However, in general, no significant effects on surface water were identified. Measures such as constructing the Nine Mile River crossing when it is dry (e.g. not flowing) were identified as a way of minimising the risk of pollution to the water environment.

The Environment Agency’s regional groundwater model shows that these abstractions, taken together with abstractions by other water users, may be having an adverse effect on the River Bourne and the Nine Mile River. For this reason the additional demand for water as a result of Army Basing was investigated in detail to

ensure that this situation was not going to be made worse. The modelling shows that the additional demand for water is expected to have a negligible effect on the surface water flows of the Nine Mile River and River Avon”.

6.7 Topic: Landscape and Visual

The OEA concludes that local landscape character at the recommended SFA sites in Bulford and Larkhill, which are of a predominantly rural character at present, would be unavoidably altered by the introduction of new housing. The non-technical summary to the OEA states:

“..... development would alter the rural views currently experienced from the footpath along the southern boundary of the south western SFA site at Bulford. The impact could be partially limited by screening the site with trees; however this would only be effective in the longer term.

There would be significant adverse visual effects on users of public byways to the north and on the western boundary of the SFA site at Larkhill. This is due to the loss of open views onto a rural landscape being replaced by views of a built-up area. However views towards Larkhill from Stonehenge would be unaffected as the proposed developments, including those behind the wire at Larkhill garrison, would not be visible”.

6.8 Topic: Ground Conditions

The OEA concludes that available evidence suggests any incidence of contamination from historic activities is localised and unlikely to lead to a more extensive pollution risk. Additional survey work has been proposed in some locations where SFA is proposed to be built on previously developed land, such as at Corunna Barracks. Mitigation measures have been recommended to control the risk of pollution during the construction and operation of the proposed developments, and with these measures it is considered unlikely that significant effects will arise in relation to ground conditions.

6.9 Topic: Noise and Vibration

The OEA concludes that, in general, no significant noise effects are expected. Whilst the garrisons will host more troops in future and the Army will use different equipment, it is expected that the level of training activity will remain within historic limits. Noise will continue to be managed as part of the sustainable training regime for Salisbury Plain and within existing Ministry of Defence commitments. The non-technical summary to the OEA states:

“Decommissioning (where this is required, such as at Corunna Barracks) and construction activities have the potential to result in adverse noise levels at nearby noise sensitive locations, such as homes and schools. Best practice noise mitigation measures have been recommended to minimise potential adverse effects. Further studies would be undertaken at SFA sites once a methodology for decommissioning and construction has been prepared.

Along the majority of local roads included in the operational traffic assessment a negligible change in traffic noise levels is predicted. The worst case effect is a minor adverse effect on three identified sections of road on the A3028 at Bulford and A345 south of Durrington.

Therefore, with suitable glazing and ventilation measures in place, internal noise criteria specified in British Standard 8233 are achievable at all of the recommended SFA sites for traffic noise. Recommended SFA sites that are adjacent to the Training Area may experience modest increases in noise levels during intensive training activities. Consequently, a higher standard of glazing may be needed to meet the British Standard in some houses”.

6.10 Topic: Air Quality

The OEA concludes that the impact of construction traffic has been estimated to result in, at worst, a small, temporary and localised increase in nitrogen dioxide concentrations. However as air quality is good across Salisbury Plain, all increases in construction traffic are expected to have a negligible effect on air quality.

- 6.11 The potential impacts on air quality once the troops are rebased and SFA is occupied have also been modelled around Bulford, Larkhill, Tidworth, Perham Down and Upavon. The greatest impact has been estimated in the Larkhill area; however given the generally good air quality, all increases in road traffic are expected to have a negligible effect on air quality. The non-technical summary to the OEA states:

“Overall, the proposed development, including measures to offset adverse effects during construction, is not expected to adversely affect amenity and local air quality around Salisbury Plain”.

6.12 Topic: Socio-economics and Community

The OEA concludes that although the effect on the local job market is predicted to be negligible in terms of pressure on jobs and wages, the influx of additional personnel and their families is likely to have a significant beneficial effect on the local economy resulting from higher retail and leisure spending. Total increase in spending could be over £30 million per year as a result, although some of this spending would be outside the local economy. The non-technical summary to the OEA further states:

“Although there may be an increase in total crime and anti-social behaviour expected with any incoming population, there is no evidence to suggest that the increase in the military population would alter overall crime rates. The permanent relocation of Army personnel to Salisbury Plain may indeed provide increased community stability and cohesion which would be expected to have a beneficial effect on crime rates.

Incoming service families will create a significant increase in demand for school places after 2017. Similarly there will be an increase in demand for health services, estimated to be in the region of 1-2 doctors and 1-2 dentists”.

6.13 Topic: Transport and Access

The OEA concludes that the traffic on roads around Bulford, Perham Down and Larkhill are projected to increase as a result of the proposed developments, although measures to improve traffic flow such as junction improvements are recommended in the Outline Transport Assessment. No significant effects on traffic are anticipated.

No significant effects are anticipated in relation to access and public rights of way, since only a few pathways would be affected and only one of these, at the site of the proposed new Electronic Target Range at Bulford, is likely to be the subject of temporary closures.

6.14 Synergistic and Cumulative Effects

The OEA states that its review of planning applications identified several developments of the scale that required further investigation. However it was found that these planning applications were either still in the process of being determined (not 'committed development') or were too far away from the proposed ABP developments to have an in combination effect.

It was noted that there was a risk of short term synergistic effects upon amenity (noise, dust or adverse visual effects) for residents living near the proposed SFA site for Perham Down. This was because the Corunna Barracks would need to be demolished before construction could begin. The OEA recommends that the Construction Environmental Management Plan should pay particular attention to this issue.

6.15 Summary of Residual Effects

The non-technical summary to the OEA summarises the residual effects of the Master Plan proposals in the following terms:

“Residual effects are those significant adverse environmental effects that remain once all proposed measures to avoid or offset these effects have been implemented. A preliminary assessment of residual effects is presented in the Overarching Environmental Appraisal, however it should be understood that these adverse effects may be able to be avoided depending on how developments are designed or built in practice.

Although the Salisbury Plain Masterplan has been developed with a focus on avoiding impacts on cultural heritage assets, it appears likely that some of the ancient barrows to the south of the proposed Service Family Accommodation at Bulford would have their setting adversely affected by the new housing, although they would not be damaged physically.

Also, because Salisbury Plain is rich in archaeology, there is also the potential for loss to buried remains at all locations where new development is proposed. Archaeological works, such as geophysical surveys and trial trenches are proposed to offset this risk and, to learn more about any remains that are found as a result.

At certain garrisons there is a risk that the setting of some listed buildings, such as the Avon Club at Upavon, may be affected by the introduction of new buildings nearby. However it should be understood that these new military buildings would not be out of context with their surroundings, which after all is that of a military base. English Heritage will be consulted as the design work progresses to ensure that any such setting impacts are limited as far as possible.

The landscape and visual impact assessment has identified some loss of views from the footpaths around the recommended Service Family Accommodation sites at Larkhill and at Bulford. There is also the likelihood that a footpath which crosses the proposed location of the new Electronic Target Range at Bulford would need to be closed at certain times when the range is in use.

With the exceptions noted above, however, significant adverse environmental effects as a result of the Salisbury Plain Masterplan have been shown to be unlikely and it is possible that further work could help reduce these adverse residual effects. It should also be noted that the Overarching Environmental Appraisal identified that the arrival of new families in the Salisbury Plain area and expenditure on construction by the Ministry of Defence should have a moderately beneficial effect on the local economy”.

7 Planning Policy Context

- 7.1 The adopted development plan for those areas affected by the Master Plan comprises the South Wiltshire Core Strategy (SWCS) (incorporating ‘saved’ policies of the Salisbury District Local Plan (SDLP)) for South Wiltshire (particularly Larkhill and Bulford); and the Kennet Local Plan (KLP) for East Wiltshire (particularly Tidworth and Ludgershall).
- 7.2 The emerging Wiltshire Core Strategy (eWCS) will set out policies for the entire county. As it is at an advanced stage in the plan making process it must be given significant weight.
- 7.3 Core Policy 37 of the eWCS relates specifically to military establishments. It is generally permissive of new development at operational facilities. The policy states the following:

New development and changes of use at operational facilities that help enhance or sustain their operational capability will be supported.

Redevelopment, conversion or change of use of redundant MoD sites and buildings will be supported provided they are well related to an existing settlement in terms of both location and scale. Sites that are remote from settlements should only be considered where the existing buildings and infrastructure on the site are suitable for redevelopment, conversion or change of use. Redevelopment proposals will not exceed the existing building footprint and floorspace unless they are well located to an existing settlement. The focus will be on employment-led development and other

uses should be determined through a masterplanning approach with the local community.

Development at operational or redundant sites should enhance the overall character of the site. All development at operational or redundant sites should mitigate any adverse impacts on local infrastructure, and not erode the character of the surrounding area. All proposals must ensure that the cultural and historical significance of the military facilities located on the site are understood and inform the scope of future development of that site.

- 7.4 The explanatory notes accompanying Core Policy 37 add the following:

Applications for the development of operational facilities which conflict with other policies in the Core Strategy must be accompanied by a reasoned justification as to why the development should nonetheless be considered suitable. During the plan period, provision of new housing on MOD land to accommodate military personnel including service family accommodation and other operational facilities will be required as a result of the Army Rebasing on Salisbury Plan (Army 2020). A single master plan should be developed with the Council including front loaded consultation and partnership working with the local community and other stakeholders. The master plan should address these requirements and ensure that infrastructure needs arising from the proposed development is an integral part of any planned development in accordance with Core Policy 37, as well as other policy requirements within the plan.

- 7.5 The eWCS is at an advanced stage having been submitted to the Secretary of State in July 2012. There has been no indication at either the Examination in Public or in the Council's correspondence with the Inspector that Core Policy 37 is in anyway inconsistent with the NPPF. Although there are some existing objections, these are not considered to be significant and are generally concerned with redevelopment of redundant military facilities. It is considered that Core Policy 37 is consistent with the NPPF and given the advanced stage of the Plan's production can be given significant weight in the decision making process.

- 7.6 'Saved' Policy G12 of the SDLP also relates to military establishments and states the following:

Where Ministry of Defence establishments are situated within or adjacent to a settlement, or form a recognisable built-up area in their own right, the Local Planning Authority will not object to new defence related development within or adjoining the existing MOD site boundaries where the development would be in accordance with the policies of this Local Plan.

- 7.7 The Kennet Local Plan does not contain any policies specifically related to military development.

- 7.8 Other relevant policies of the development plan include those seeking to protect the environment and ensure additional infrastructure made necessary by new development is provided. These policies include the following:

SWCS –

- CP1: Settlement Strategy and distribution of growth
- CP19: Water efficiency & River Avon SAC
- CP20: Pollution & phosphate levels in the water environment
- CP22: Green infrastructure & habitat networks

SDLP –

- G1: Sustainable development
- G2: General criteria for development
- G3: Water – adequate supply
- G5: Water – adequate supply, drainage and sewage treatment
- G8: Groundwater source protection areas
- G9: Planning obligations
- D1: Design – extensive development
- H23: Undeveloped land outside settlements
- CN20: Scheduled Ancient Monuments/nationally important archaeological features
- CN21: Archaeology
- CN22: Archaeology
- CN24: Stonehenge WHS
- C2: Countryside protection
- C11-18: Wildlife and natural features
- R2: Recreational open space in new development
- R4: Indoor recreational facilities

KLP –

- PD1: General criteria for development
- HC26: Housing in the countryside
- HC34: Recreation provision on large housing sites
- HC37, 39-40: Demand for education
- HC42: Additional social & community needs
- HC43: Off-site service infrastructure
- NR1-5: Wildlife and natural features
- NR6: Protection of countryside
- NR7: Protection of landscape
- NR14-16: Water – supply

eWCS –

- CP1: Settlement Strategy
- CP2: Delivery Strategy
- CP3: Infrastructure requirements
- CP50: Biodiversity and geo-diversity
- CP51: Landscape
- CP52: Green infrastructure

CP58: Ensuring the conservation of the historic environment
CP59: Stonehenge, Avebury and associated WHS sites and its setting
CP60: Sustainable transport
CP61: Transport and development
CP62: Development impacts on the transport network
CP68: Water resources
CP69: Protection of the River Avon SAC

7.9 National planning policy is set out in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Relevant paragraphs are summarised as follows:

- The NPPF recognises the need for local authorities to boost significantly the supply of housing in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Local authorities should “plan for a mix of housing ... based on the needs of different groups in the community (such as...service families)”, (paragraph 50).
- The NPPF prioritises the reuse of previously developed (brownfield) land over greenfield and green belt land (paragraph 111).
- The NPPF encourages LPA’s to “work with the MOD’s Strategic Planning Team to ensure that they take into account the up-to-date information about defence and security needs in their area”, (paragraph 164).
- Creating healthy and inclusive communities through an integrated approach to housing, economic uses and community facilities/services (paragraphs 69 and 70).
- In terms of transport, one of the core planning principles is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable (paragraph 34).
- The NPPF states that all developments which generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and that developments should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The document also states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (paragraph 32).
- Paragraph 118 states that proposed development on land within or outside a Site of Special Scientific Interest (SSSI) that is likely to have an adverse effect on a SSSI should not normally be permitted. Exceptions should only be made where the benefits of the development outweigh the impacts that it is likely to have on the features of the SSSI and any broader impact on the national network of SSSIs.
- Substantial harm or loss of designated heritage assets of the highest significance such as scheduled monuments, and World Heritage Sites should be wholly exceptional (paragraph 132).

- The planning system should play a role in preventing both new and existing development from contributing to or being put at unacceptable risk from unacceptable levels of soil, air, water or noise pollution or land instability (paragraph 109).
- The NPPF also provides guidance on flood risk (paragraphs 100 to 104), the natural environment (paragraphs 109 to 125) and heritage (paragraphs 126 to 141).

The development plan policies, NPPF and NPPG are referred to in greater detail later in this report.

8. Stakeholder and Community Engagement

8.1 Stakeholder and community consultation has been carried out as an integral part of the master planning process. Responses received have helped to inform the selection of the proposed development sites.

8.2 Stakeholders consulted comprise the following:

- Local Authorities (WC, HCC, TVDC)
- Statutory Consultees (EH, NE, EA, HA, etc.)
- Infrastructure Providers
- Education Providers
- Health Providers
- Area Boards
- Town and Parish Councils
- Community Groups
- The public
- Army HQ and subordinate commands
- Tenanted farmers, agricultural licensees and leaseholders

8.3 Initial consultations on the scope of the Master Plan carried out by DIO took place between 27th November 2012 and 6th June 2013. This involved meetings with local bodies, drop-in exhibitions at key locations and targeted questionnaires. Consultation material was made available on the Wiltshire Council and central government websites. A formal six week consultation period took place between 19th February and 1 April 2014, preceded by a public meeting. Outcomes from both of these stages are set out in a Statement of Community Involvement, and where appropriate the Master Plan has been changed to accommodate them. A final consultation period ran from 20th May to 17th June 2014.

8.4 Over 300 responses from the public were received as a result of the six week consultation exercise with key issues raised set out below:

- Sufficient social infrastructure such as schools and retail facilities needs to be delivered in conjunction with SFA;
- Impact on A303 – exacerbating the issue of ‘rat-running’ on local roads;

- Potential noise disturbance from additional training activities;
- Green buffer required between Larkhill and Durrington to avoid coalescence;
- Development of brownfield land supported south of Packway, Larkhill;
- Retain woodland in Bulford;
- Threat to the sun gap view from Stonehenge to Larkhill;
- Impact on local businesses;
- Potential for traffic congestion in Bulford.

An extract from the SCI setting out a complete summary list of the public representations and DIO responses to these is attached at appendix 2.

- 8.5 Responses from statutory consultees and other stakeholders received during the final consultation period are summarised in **Appendix 4** to this report.
- 8.6 Where reasonable, matters raised at the first two consultation stages have been addressed in the latest version of the Master Plan. For example, shortfalls in school places are to be addressed through contributions towards expansion of existing schools or provision of new facilities, and a 'green buffer' is to be retained between Larkhill and Durrington.
- 8.7 The final formal comments stage ran between 20th May and 17th June 2014. Comments received during this period will be recorded and addressed, where appropriate, at the planning applications stage.
- 8.8 Where particular issues remain outstanding this is acknowledged in the Master Plan. Of course, it remains the case that such issues will need to be satisfactorily resolved before planning permissions for the respective developments could be granted.
- 8.9 Overall, it is considered that the stakeholder and community engagement programme has been thorough, and the outcomes largely addressed in the Master Plan and related documents. The exceptions are issues relating to water abstraction and foul water discharge, and these are considered in more detail below. As stated above, the Master Plan acknowledges that some additional assessments will be required as part of the later planning application process for individual sites.

9. Planning Issues

- 9.1 The issues to be considered are, firstly, from a procedural perspective, whether or not the Master Plan has gone through a sufficiently robust process to enable the Council to endorse it as a material consideration; and secondly, and assuming the process is found to be robust, whether or not it should be given weight as a material consideration anyway having regard to its broad proposals and their acceptability or otherwise to the Council as local planning authority.

9.2 Master Plan process

On the first issue, it is evident from the summary of events already set out in this report that the Master Plan has been prepared on the back of a vast array of supporting technical reports and investigations. It is also evident that extensive consultations have ensured that the Plan has been subject to thorough scrutiny by both key stakeholders and the public, and that it has evolved as a consequence of this. It is also relevant that the Master Plan and its broad outcomes are anticipated by the eWCS, which itself carries significant weight.

9.3 Under these circumstances it is considered that the Master Plan, if endorsed, would carry weight. It follows that the Master Plan could, indeed, be endorsed by the Council as a material consideration in the planning application process.

9.4 Material Considerations – interpretation and relevance

Planning law requires local planning authorities to determine applications in accordance with the development plan, unless material considerations indicate otherwise. If the development plan contains material policies or proposals and there are no other material considerations then planning applications should be determined in accordance with the development plan. Where there are other material considerations, the development plan should be the starting point, and other material considerations should be taken into account in reaching a decision. Such considerations will include whether the plan policies are relevant and up to date, and whether there are other planning documents, such as a master plan, which are relevant.

9.5 Case law relating to material considerations states that *“in principle ... any consideration which relates to the use and development of land is capable of being a planning consideration. Whether a particular consideration falling within that broad class is material in any given case will depend on the circumstances”*, (Stringer v MHLG 1971). Material considerations must be genuine planning considerations - that is, they must be related to the development and use of land in the public interest. The considerations must also fairly and reasonably relate to the planning application(s) concerned, (R v Westminster CC ex-parte Monahan 1989).

9.6 Principle of the ABP – strategic level

In both a national and international context Salisbury Plain is very much associated with the army. Army camps have existed on and around the plain for many decades, perhaps most notably at Tidworth and Bulford where military camps first materialised in the latter years of the nineteenth century. Over time the various camps have changed depending on the requirements of the occupying forces – they have grown or shrunk, adapted and evolved. By way of example, in more recent years this evolution has included Project Allenby Connaught which has seen large scale re-development of the Tidworth camp and provision of new training facilities on the plain. In many respects the current ABP comprises the latest evolution, following the well established tradition of change.

9.7 In planning policy terms the NPPF is a material consideration. It states that the purpose of the planning system is to achieve sustainable development, and that this has three dimensions – economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles defined as follows:

- *“an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- *a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and*
- *an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy”.*

9.8 The NPPF points out that these roles should not be undertaken in isolation as they are mutually dependent. It further states:

“Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure; and*
- *widening the choice of high quality homes.*

Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas”.

9.9 The ‘golden thread’ running through the NPPF is a presumption in favour of sustainable development.

9.10 Wiltshire’s adopted development plan for the ABP area is split between the SWCS (incorporating the ‘saved’ policies of the SDLP) for South Wiltshire and the KLP for

East Wiltshire. With the exception of SDLP Policy G12 which is supportive of defence related development when in accordance with other policies, these Plans are largely silent on the subject. The NPPF advises that decisions should be made in the following ways:

“For decision-taking

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *specific policies in this Framework indicate development should be restricted”.*

9.11 Notwithstanding the content of the adopted development plan, the eWCS does contain an up-to-date policy for defence related development in CP37 referred to previously. Of key relevance to the matter of principle is the following extract from supporting paragraph 6.23:

“..... During the plan period, provision of new housing on MOD land to accommodate military personnel including service family accommodation and other operational facilities will be required as a result of the Army Rebasing on Salisbury Plan (Army 2020)”.

Although an emerging core strategy, the eWCS is at an advanced stage and its policies can be afforded significant weight. The eWCS defines the intended direction of travel of Wiltshire Council in terms of its planning responsibilities and, as is evident from Policy CP37, this is to support the principle of appropriate new development at military sites, including that required as a consequence of the ABP. It is important to note that this ‘in principle’ support remains subject to other infrastructure needs made necessary by the ABP being provided for and other policies requirements of the Plan being satisfied.

9.12 In terms of the broad principle, it is considered that ABP is acceptable within the Wiltshire context. In the first instance ABP ‘fits’ with the tradition of an evolving military presence in the county. In the second instance it is supported by the NPPF in terms of that documents presumption in favour of sustainable development taking account of local circumstances. And in the third instance ABP is not specifically precluded by the adopted development plan, and is positively supported in the emerging plan (indeed, the eWCS requires a Master Plan to be prepared to inform the ABP planning application process). In principle, therefore, it is not considered that there are any demonstrable reasons to resist the proposals for army basing in Wiltshire in their

broadest terms. This is subject to ABP adequately addressing its infrastructure impacts and meeting other development plan policy requirements, as expanded on below.

9.13 Of course, there are many detailed matters to consider in addition to the broad principle, but these are primarily for the later planning applications. As previously stated, the Master Plan will inform each application by defining the wider context and assessing the cumulative impacts, and so demonstrating in the broadest terms how and where development can, and cannot, take place. Critically, endorsement of the Master Plan would not be tantamount to the granting of any form of planning permission and nor would it fetter the Council's consideration of future ABP planning applications. The Master Plan would, however, provide the Council with a 'baseline' against which the future ABP applications would be judged, this particularly in terms of the opportunities and the constraints the Plan defines.

9.14 That said, as is evident the Master Plan does go as far as to indicate potential areas for development. With this in mind the following paragraphs explain how these areas have been assessed in terms of the OEA topics.

9.15 Ecology (including water abstraction and foul water discharge)

All of the ABP defined areas for potential development lie adjacent to (in the case of the camps and SFA sites) or at least partly within (in the case of the various new elements of training infrastructure) the Salisbury Plain Special Area of Conservation (SAC) and Salisbury Plain Special Protection Area (SPA), the two international sites being largely contiguous with each other. Some of the elements are also in the vicinity of the River Avon SAC. Additionally Salisbury Plain supports a number of SSSI's, and in the vicinity of Bulford there are various locally designated Local Wildlife Sites (LWS). There are also protected species in the area, including birds on the Schedule 1 list.

9.16 The NPPF states that the planning system should contribute to and enhance the natural and local environment by '*minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures*' and should prevent '*unacceptable levels of soil, air, water or noise pollution*'. In addition, the NPPF states that '*In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment*'.

9.17 The NPPF further states that:

'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- *If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*

- *Proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;*
- *Development proposals where the primary objective is to conserve or enhance biodiversity should be permitted;*
- *Opportunities to incorporate biodiversity in and around developments should be encouraged;*
- *Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and*
- *The following wildlife sites should be given the same protection as European sites:*
 - *Potential Special Protection Areas and possible Special Areas of Conservation;*
 - *Listed or proposed Ramsar sites; and*
 - *Sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites'.*

9.18 Policies CP50 and CP69 of the eWCS are the particularly relevant emerging local policies, stating the following:

Policy CP50: Biodiversity and Geo-diversity -

Local sites

Sustainable development will avoid direct and indirect impacts upon local sites through sensitive site location and layout, and by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will generally be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts:

- i. Cannot reasonably be avoided*
- ii. Are reduced as far as possible*
- iii. Are outweighed by other planning considerations in the public interest and*

iv. *Where appropriate compensation measures can be secured through planning obligations or agreements.*

Development proposals affecting local sites must contribute to their favourable management in the long-term.

Protection

Development proposals must demonstrate how they protect, and where possible enhance, features of nature conservation and geological value as part of the design rational. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services.

Biodiversity enhancement

All development should seek opportunities to enhance biodiversity. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Such enhancement measures will contribute to the objectives and targets of the Biodiversity Action Plan (BAP), particularly through landscape scale projects, and be relevant to the local landscape character.

Disturbance

All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development. Development likely to increase recreational pressure on SPAs will be required to deliver an appropriate level of mitigation to offset any potential impacts. Suitable mitigation strategies will include securing management measures for designated features of Salisbury Plain, New Forest National Park and surrounding areas. Designated features include Habitats Directive Annex I habitats and Annex II species. Provision of an appropriate area of Suitable Alternative Natural Greenspace to deter public use of Natura 2000 sites will only be acceptable in exceptional circumstances.

Policy CP69: Protection of the River Avon SAC -

In order to avoid and reduce potential environmental effects on the River Avon SAC, development will need to incorporate measures during construction and operation to avoid and prevent pollution and mitigate potential disturbance effects; appropriate schemes of mitigation may include consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures. All development within 20m of the river banks should submit a Construction Management Plan to the Local Planning Authority to ensure measures proposed

during construction are satisfactory. Where additional sewage discharges to a STW cannot be accommodated without measures to offset phosphate loading, development will be required to undertake proportionate mitigation measures to demonstrate that the proposals would have no likely significant effects upon the SAC.

Similar policies are set out in the SWCS (SDLP) and KLP.

- 9.19 As referred to earlier in this report, the Master Plan is accompanied by the OEA which sets out the survey work undertaken to assess the impacts of the ABP on ecology. The OEA concludes that measures are available to mitigate potential impacts, including the creation of habitat to replace land which will be developed and the translocation of animals to alternative sites in advance of works. This broad outcome is accepted by the WC Ecologist who agrees that there appears to be no species or habitats directly impacted by the works that would prevent the recommended options being pursued, and considers that the study will be helpful in agreeing where further survey and assessment work should be targeted to support later planning applications. This is subject to the following comments relating to the HRA in particular.
- 9.20 The WC Ecologist and the Environment Agency note that there are still studies to be undertaken which is necessary to further inform the detail of the planning applications². This is referenced in the OEA extract set out at paragraph 5.3 above – specifically, the OEA states that, to satisfy the HRA, “... existing water abstraction issues relating to the River Avon require addressing”. The WC Ecologist also notes that the HRA report identifies “likely significant effects” on some protected sites as a result of habitat loss and disturbance to breeding bird populations on the plain, and potential impacts arising from additional foul water discharge. Although the initial HRA work suggests that it should be possible for the ABP to be delivered without having adverse effects, further work will be required to assess the actual impacts and to ensure that any / sufficient mitigation measures can be secured; this will be confirmed through detailed HRAs at the application stage. The WC Ecologist considers they should be addressed by determination of the first application so that in-combination effects can be fully addressed within the detailed HRAs. In relation to the outstanding water abstraction issue the Environment Agency considers this should be resolved in advance of planning applications being submitted. The recommendation in respect of the Master Plan is worded with regard to these responses.
- 9.21 Specific concerns relate to the impact of additional water abstraction on the River Bourne / Nine Mile River and ponds, which at this time has not been adequately modelled; and the impact of foul water discharge on phosphate levels in the rivers, which again has not been adequately modelled to confirm that the ABP will operate within existing permit levels. Also, the increase in recreational pressure on the plain stemming from additional development requires assessment, and appropriate levels of mitigation provided to off-set the impacts on protected species, primarily stone curlews.

² DIO has produced responses to the issues raised by EA, NE & the WC Ecologist, and these are attached at appendix 3. At the time of writing further representations from EA, NE & the WC Ecologist had not been received.

9.22 Natural England (NE) and the Environment Agency raise similar points to those made by the WC Ecologist in relation to abstraction and mitigation. In addition, NE questions the extent of the 'study area' used for site selection – which is MoD land within 10 miles of the camps. A 10 mile radius has been chosen primarily because the MoD considers it to be a reasonable travel-to-work distance, in accordance with its own working regulations. This approach by the MoD is considered to be perfectly reasonable and fully in accordance with the principles of sustainability which seek to reduce travel. It is also unnecessary to extend the search area further if it can be demonstrated that the ABP can be accommodated locally without harm to ecology interests in any event.

9.23 Impact on heritage assets

The ABP search area supports an array of historic assets including the world heritage site, other ancient monuments, historic parks and gardens, conservation areas, listed buildings, and other above and below ground archaeology. The camps themselves also support important 'modern' military assets of interest.

9.24 The NPPF recognises that heritage assets are irreplaceable and that where proposed development may impact on the significance of designated heritage assets, great weight should be placed on their conservation; the more important the asset, the greater the weight should be. Substantial harm to or loss of assets of the highest significance - for example scheduled monuments, registered battlefields, Grade I and II* listed buildings, registered parks and gardens and World Heritage Sites - should be wholly exceptional. The NPPF notes that alteration or destruction of a heritage asset or development within its setting can harm its significance. Where substantial harm is found, substantial public benefits must be achieved to outweigh the loss.

9.25 When establishing the parameters of what constitutes substantial harm, the NPPG points to total destruction being the most '*obvious*' cause of substantial harm. Anything less than this should be judged on its own merits. Partial destruction may remove elements of an asset which were detrimental to its significance and therefore may not be harmful at all. When discussing works that are moderate or minor in scale, the NPPG advises that these are '*likely to cause less than substantial harm or no harm at all*'. The importance of considering each development on its own merits is reinforced by the statement that even minor works have the potential to cause substantial harm to an assets' significance.

9.26 The NPPF states that the effect of a planning application on non-designated heritage assets should be taken into account when considering new development. It sets out the need for a balanced judgement between the significance of the heritage assets and the scale of any harm or loss, when considering assets directly or indirectly affected by proposed development. The NPPF recognises that non-designated heritage assets of archaeological interest may be of equivalent significance to a scheduled monument. In such cases the NPPF directs that such assets are to be considered subject to the policies for designated assets.

9.27 Development with the potential to impact upon World Heritage Sites or their setting is also addressed by the NPPF. The NPPF states the importance for local planning authorities to treat more favourably those proposals which seek to preserve the elements of the setting which make a positive contribution to or better reveal the significance of World Heritage Sites. It further recognises that not all elements of a World Heritage Site contribute to its significance. It requires local planning authorities to carefully look at development proposals which could impact upon World Heritage Sites and if the loss or removal of any part of an element or building which contributes to the significance is proposed, the test of substantial or less than substantial harm should apply as appropriate to the asset, and its contribution to the overall significance. Conversely then, the removal of a structure or element which does not contribute to the overall significance should be viewed more favourably.

9.28 Policy CP58 of the eWCS sets out emerging local policy for conservation. It states the following:

Development should protect, conserve and where possible enhance the historic environment.

Designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance including:

- i. nationally significant archaeological remains*
- ii. World Heritage Sites within and adjacent to Wiltshire*
- iii. buildings and structures of special architectural or historic interest*
- iv. the special character or appearance of conservation areas*
- v. historic parks and gardens*
- vi. important landscapes, including registered battlefields and townscapes.*

Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity, will be conserved and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner, in accordance with Core Policy 58

9.29 Policy CP59 of the eWCS relates specifically to the WHS. It states the following:

The Outstanding Universal Value (OUV) of the World Heritage Site will be sustained by:

- i. giving precedence to the protection of the World Heritage Site and its setting.*
- ii. development not adversely affecting the World Heritage Site and its attributes of OUV. This includes the physical fabric, character, appearance, setting or views into or out of the World Heritage Site.*
- iii. seeking opportunities to support and maintain the positive management of the World Heritage Site through development that delivers improved conservation,*

presentation and interpretation and reduces the negative impact of roads, traffic and visitor pressure.

- iv. requiring developments to demonstrate that full account has been taken of their impact upon the World Heritage Site and its setting. Proposals will need to demonstrate that the development will have no individual, cumulative or consequential adverse effect upon the site and its OUV. Consideration of opportunities for enhancing the World Heritage Site and sustaining its OUV should also be demonstrated. This will include proposals for climate change mitigation and renewable energy schemes.*

9.30 The OEA assesses the impact of ABP on heritage assets. It concludes that although many of the assets defined in the OEA would not be significantly affected by the ABP, some are likely to be significantly affected, although in most cases mitigation is possible to reduce the significance. These broad conclusions are accepted by the WC Conservation Officer and English Heritage whose initial comments have already helped to shape the Master Plan.

9.31 Particularly noteworthy changes to the Master Plan following consultations include removal of potential SFA sites to the north of the Durrington Walls Scheduled Monument, re-positioning of the SFA site to the east of Larkhill and removal of a potential site close to the Ludgershall Castle Scheduled Monument. As a consequence of the changes, and having regard to the proposed mitigation, English Heritage in particular does not object to the Master Plan in principle (subject to the final comment below). It does, however, require adequate Heritage Impact Assessments and mitigation strategies to be presented at the planning application stage. This is particularly so in relation to the Larkhill SFA to confirm that development at this location can be achieved without harming the setting and context of the WHS or of the monuments within it.

9.32 With specific regard to the World Heritage Site, it already has the Larkhill camp as an established part of its setting. The OEA acknowledges the importance of the landscape within and beyond the WHS as an integral part of it. It also refers to the important views northwards which include the view of the “sun gap” from Stonehenge. The OEA states:

“... The northern edge of the field marks the limits of the WHS. Towards the eastern end of the northern limits of the WHS (the roundabout end), views are currently partially restricted by the hedge that borders the southern side of The Packway but views northward from the north western edge of the WHS would contain the SFA development, however the landscape proposals should ensure that the development is only seen within the existing context of the garrison, rather than joining to Durrington to the east. The magnitude of impact on the setting of the World Heritage Site is therefore judged to be low”.

In view of the significance of the WHS and the conclusion of the OEA that landscape proposals *should* ensure that the development is only seen within the context of the garrison, and also in view of the reserved judgement on this by English Heritage, the

recommendation for endorsement of this element of the Master Plan is subject to the visual impacts being adequately demonstrated at the later planning application stage.

- 9.33 In broad terms the visual impact of new development on the *setting* of assets is noted to be 'medium' to 'high' in some instances. For example, the group of nine barrows south of Bulford retain an un-developed setting, but this will change where SFA would come closer. Mitigation is proposed in the form of landscaping in particular, and its adequacy to reduce the significance of the impacts will be a matter for consideration at the planning application stage.
- 9.34 The impacts of new development on non-designated assets, including unknown underground archaeology and some older military developments, are noted to be 'very high' in a number of areas. For example, in relation to archaeology the OEA acknowledges that the construction of technical buildings inside the wire at Bulford camp has the potential to permanently impact on Bronze Age archaeology; and in relation to older military developments there are 'concrete structures' within the SFA area at Larkhill which are likely to be removed. In relation to non-designated military developments the OEA concludes that the impact on these would be 'very high', but that their value lies in their archaeological and historic value and the evidence they can provide for the evolution of military technology and tactics, which can be recorded.
- 9.35 As for the underground archaeology, it is intended that more intensive archaeology groundwork will be carried out at the planning application stage, and this will inform the detailed locations of new development in any event. This addresses the WC Archaeologist's concern that changes to proposed sites may become necessary should significant unknown archaeology materialise. The recommendation is drafted to reflect this.
- 9.36 An outstanding area of concern relates to the Larkhill Sewage Treatment Works. English Heritage has stated that it considers there is little or no scope to extend or enlarge this facility if made necessary by the ABP in view of its location at the heart of the WHS and in view of its proximity to the Neolithic Cursus. The recommendation is drafted with regard to this objection.
- 9.37 Impact on highway safety
In terms of policy, the NPPF states that all developments which generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and that developments should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. It also states that development should only be refused on transport grounds where the residual cumulative impacts of development are severe.
- 9.38 Development Plan policies set out similar objectives, namely:
- To reduce growth in the length and number of motorised journeys.
 - To locate new development where it can be accessed by sustainable transport.

- To ensure new development provides facilities for sustainable travel and encourages greater use of walking and cycling, particularly for short journeys.
- To reduce the impact of HGVs.
- To manage traffic to decrease congestion, improve air quality, reduce visual intrusion and noise.
- To improve the integration of different transport modes.
- To ensure that new parking provision does not encourage high levels of car use.

9.39 The Master Plan is accompanied by an Outline Transport Assessment (OTA) and a Framework Travel Plan (FTP). The purpose of the OTA is to identify the strategic transport implications of the ABP and to demonstrate that the Master Plan proposals are acceptable on transport grounds. It, therefore, examines transport implications at a 'high level' and identifies the new/improved strategic transport infrastructure required to mitigate any adverse transport impacts. The study area for the OTA covers the A303(T), A338, A360, A345, A3028, A3026, A346 and A342.

9.40 The methodology used in the OTA is to compare existing conditions with predicted conditions post ABP. Existing conditions have been measured by way of new AM/PM peak period traffic surveys carried out at the beginning of March 2014. The surveys comprised classified turning counts at key junctions and 7-day automatic traffic surveys on key links. Predicted conditions have been measured by undertaking a new traffic survey at an existing SFA development – namely, the Canadian Estate, Bulford. The survey was undertaken for a week long period at the end of February 2014. The Canadian Estate was chosen in view of its location close to the Bulford camp and its 'model' sustainable characteristics. The recorded trip rates from the Canadian Estate have been used to predict the likely similar vehicular trips generated by the new SFA. Trip types comprise military commuter trips, non-military commuter trips, education related trips and other trips (shopping, healthcare, leisure related, etc.).

9.41 Data relating to anticipated increases in vehicle movements to/from camps has been estimated from vehicle flows, adjusted pro rata in accordance with the proposed increase in personnel at each camp. Existing flows were taken from preliminary TA reports produced in November 2013 which include ATC surveys at the camp entrance points. Construction traffic has also been factored into the data, and increases in traffic in general.

9.42 The OTA provides an analysis of the collected 'before' and 'after' trip data, and this reveals 'material impacts' at the following road junctions:

- A3026 Tidworth Road/A342 High Street/A342 Andover Road
- A3026 Tidworth Road/Somme Road
- Somme Road/Station Road
- A338 Pennings Road/A3026 Ludgershall Road
- A338 Pennings Road/Meerut Road
- A338 Park Road/Station Road
- A303(T)/A338
- A303(T)/A3028 Double Hedges

- A303(T)/Amesbury Road
- A303(T)/Salisbury Road/Porton Road
- A3028 High Street/Salisbury Road/Double Hedges
- A3028 High Street/Orchard End
- A345 Countess Road/A3028 Larkhill Road/The Packway
- A303(T)/A345 'Countess Roundabout'
- B3086/The Packway

The OTA also anticipates a material impact at the two existing mini-roundabout junctions on the A338 at Tidworth which were not surveyed.

9.43 The OTA observes that in percentage terms the increase in traffic at other locations in the study area is relatively low, or in the case of Upavon it is only high because of very low background traffic flows. The OTA also observes that no material impacts are forecast on the single carriageway section of the A303(T) past Stonehenge. In this regard the OTA states:

“.... The proposed rebasing programme is ... not anticipated to materially affect existing traffic conditions on this link and as a result is not expected to contribute towards any potential 'knock-on' traffic issues on adjacent local roads when this section of the Trunk Road is close to its operational link capacity during the busier summer months”.

9.44 With the areas affected by 'material impacts' identified the OTA then examines their actual capacities to absorb additional traffic. The outcome of this is preliminary designs (not final) for potential highway improvements at 8 of the junctions (7 in Wiltshire; 1 in Hampshire). This figure may reduce if sustainable travel measures are also introduced via a Travel Plan.

9.45 The potentially affected junctions are –

- Porton Road / Solstice Park Ave / London Road junction – localised widening on the Solstice Park Ave / Porton Road (south) arms of the roundabout.
- A345 Countess Road / A3028 Larkhill Road / The Packway junction – localised widening on The Packway arm of the roundabout.
- A3028 High Street / Orchard End – mini-roundabout layout to replace existing priority T-junction. Localised carriageway widening.
- A3028 High Street / Salisbury Road / Double Hedges junction – double mini-roundabout to replace existing priority staggered crossroads junction.
- A303(T) / A338 junction – localised widening of A303(T) connector road where it joins the A338 at a priority T-junction.
- A338 Park Road / Station Road junction – localised widening of A338 carriageway to south of junction to enable separate right turn lane and an ahead and left-turn lane on the A338 northbound and two ahead lanes on the A338 southbound.
- A338 Pennings Road / Mercut Road junction – replace existing priority T-junction with a signal controlled junction.

- A338 Pennings Road / A3026 Ludgershall Road junction – localised widening of A3026 arm of the junction.
- A3026 Tidworth Rd / A342 High Street / A342 Andover Road – improvements as set out in Drummond Park planning application.

9.46 The OTA concludes by stating the following:

“Subject to delivery of the identified junction improvement schemes, in conjunction with an effective strategy to reduce dependency upon the private car for journeys associated with the rebasing proposals, it is considered that the Masterplan proposals are therefore acceptable on transport grounds”.

9.47 The broad findings and conclusions of the OTA are accepted by the WC Highways Officer who considers them to be “.... a very helpful basis upon which to begin consideration of the likely transport impacts/implications and need for mitigation”. In principle the OTA demonstrates that the local highway infrastructure is capable of accommodating the ABP without detriment to highway safety and without introducing capacity issues which cannot be addressed by relatively minor junction alterations and/or by the implementation of a robust Travel Plan.

9.48 At the time of writing this report the final response from the Highways Agency is awaited following its request for additional information. The recommendation is drafted to reflect this.

9.49 Framework Travel Plan

The OTA is accompanied by a Framework Travel Plan (FTP). The FTP sets out site strategies and measures that will be introduced to influence modal choice with a view to reducing dependency upon the private car. The intention is to produce site specific Travel Plans at the planning application stage within the framework set out in the FTP. The individual Travel Plans may influence the degree to which improvements are required to the wider road network.

9.50 Impact on landscape

The NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.

9.51 Policy CP51 of the eWCS relates specifically to landscape, requiring development to protect, conserve and where possible enhance landscape character, and not have a harmful impact upon landscape character. The policy requires new development to demonstrate that the following aspects of landscape character have been conserved or enhanced through sensitive design, landscape mitigation and enhancement measures:

- 1 *the locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and water bodies.*
- 2 *the locally distinctive character of settlements and their landscape settings.*

- 3 *the separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe.*
- 4 *visually sensitive skylines, soils, geological and topographical features.*
- 5 *landscape features of cultural, historic and heritage value.*
- 6 *important views and visual amenity.*
- 7 *tranquillity and the need to protect against intrusion from light pollution, noise, and motion.*
- 8 *landscape functions including places to live, work, relax and recreate.*
- 9 *special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park, where great weight will be afforded to conserving and enhancing landscape and scenic beauty.*

9.52 Policy CP59 of the eWCS relates specifically to the WHS and is set out in the heritage section of this report.

9.53 As is evident, there is one international landscape designation partially within the SPTA, namely Stonehenge WHS. At the national level the North Wessex Downs AONB is adjacent to Salisbury Plain to the north-east. There are four Registered Parks and Gardens relatively close. In relation to local designations, much of Salisbury Plain and surrounding areas lie within Special Landscape Areas (SLA's). The purpose of SLA's is:

- To safeguard areas of special landscape quality from potentially damaging change;
- To ensure that distinctive local character is conserved and enhanced;
- To protect the landscape setting of settlements, prevent urban sprawl and protect important green space; and,
- To guide development in the countryside.

9.54 The OEA assesses the affects of ABP on the landscape at a level of detail appropriate to a master plan. It summarises its findings as follows:

“It is anticipated that following mitigation there would potentially be some residual significant landscape and visual effects as a result of the Salisbury Plain ABP. These potentially significant effects are related to the proposed SFA developments at Bulford, and Larkhill. There are no significant landscape or visual effects predicted for development related to military training infrastructure, and no residual significant landscape or visual effects predicted for all garrison development, or SFA development at the recommended Bulford SFA north site or the recommended Perham Down SFA site”.

The specific significant effects are defined as follows:

“Bulford -

Significant landscape effects of Bulford SFA South-West Site

There would be a significant adverse effect on the landscape of the site due to the intensive change in characteristics from arable land to a built-up area. Although mitigation is proposed to limit the impact, the change from open space to a built-up area cannot be entirely mitigated.

Significant visual effects of Bulford SFA South-West Site

Development would alter the rural views currently experienced from the footpath along the southern boundary of the site; this would be a significant adverse visual effect. The proposed mitigation would limit the impact by partially screening the site; however this would only be effective in the long-term.

Larkhill -

Visual effects on Stonehenge

At this stage it is not precisely known how the proposed development within Areas 4 and 11 would relate to and integrate with the existing built development visible from Stonehenge. However, it is not anticipated there would be any significant visual effects. The degree of visibility from Stonehenge should be assessed once development proposals have been finalised, and further studies could include the production of ZVIs, verified wirelines, and photomontages.

Significant landscape effects of Larkhill SFA Site

There would be a significant adverse effect on the landscape due to the loss of the distinctive qualities of the site, and the intensive change in characteristics from a greenfield site to a built up area. The proposed mitigation would assist in integrating the site into the landscape; however it would be years before this is effective.

Significant visual effects of Larkhill SFA Site

There would be significant adverse visual effects on users of public byways to the north and on the western boundary of the site. This is due to the loss of open views onto a rural landscape being replaced by views of a built-up area. The proposed mitigation would limit these visual effects in the long term; however it would be years before this is effective”.

9.55 The Master Plan has evolved as a consequence of the OEA, with certain sites excluded from the ABP. That said, there remain sites in the Plan to the east of Larkhill and to the south-west of Bulford where landscape impacts are inevitable. It is necessary to balance these impacts against the requirements of the ABP (specifically the SFA elements) to be located close to the camps where the occupying personnel

will be based. It is considered that, on balance, and as a matter of principle, the requirement outweighs the impacts, particularly when other considerations including sustainability and infrastructure provision are factored in. In summing up the WC Landscape Officer states the following:

“... At this stage the study is very high level; it is possible that as the master plan refines, good design principles and a well developed mitigation strategy could further reduce the significance of effects at both [Bulford and Larkhill] sites. However with such a substantial change in landscape character at these sites, the question is whether an acceptable level of change can be agreed by those with an interest in the area or look for a new location”.

9.56 With specific reference to the WHS, the OEA states that “... it is not anticipated there would be any significant visual effects”. It qualifies this by stating that the degree of visibility from Stonehenge will have to be further assessed once development proposals have been finalised. This is reasonable in the context of a master plan. This also explains English Heritage’s reserved judgement on the final impact of the Larkhill SFA on the WHS previously referred to. This is reflected in the recommendation.

9.57 Impact on local services

Policy CP3 of the eWCS states that *all new development will be required to provide for the necessary on-site and off-site infrastructure requirements arising from development*. It further states that infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, the development.

9.58 Social infrastructure includes schools, health care facilities, recreation facilities and open space, and other community facilities such as village halls. The impact of the ABP on these is considered below.

9.59 Education

The Master Plan sets out MOD data by year for the net incoming child population resulting from ABP. The table is reproduced here:

Year	Children				
	Pre-school	Primary	Secondary	6 th Form	Total
2014	-36	+126	+41	+27	+158
2015	-169	-155	-97	-21	-442
2016	+16	+94	+46	+8	+164
2017+	+867	+942	+403	+43	+2255
Total	+678	+1007	+393	+57	+2134

9.60 The Master Plan acknowledges that there are issues in terms of education capacity in certain locations. It, therefore, indicates provision of new schools on the plans. These are, at primary level, a new two-form entry school at Larkhill (to address capacity issues stemming from the incoming child population in this area and to accommodate the relocation of Figheldean Primary School), and a new two form entry school at Ludgershall. There are also requirements for improvements and enlargements of other primary schools. At secondary level the Master Plan states that a further in-depth study of potential capacity for new school places will be undertaken in order to assess the investment in supporting infrastructure required in association with the SFA. This will consider future proofing secondary education facilities and the feasibility of the MOD providing additional land in the Tidworth area to accommodate further secondary age provision with associated playing fields.

9.61 The Master Plan's recognition that ABP will impact on education provision is supported by WC Education. The locations in the Plan indicated for new primary schools are also supported in principle. However, this support is subject to mechanisms being offered and agreed to ensure actual delivery of the facilities by DIO in accordance with Policy CP3. In this regard the Master Plan states the following:

“The delivery of some of the infrastructure, such as schools and non-military health facilities, will be the responsibility of others but DIO will be providing its support and assistance in line with the on-going partnering relationship with Wiltshire Council and the military and civilian partnerships that have been operating for many years. The provision of additional central government funding for new community facilities is the subject of ongoing discussion”.

The recommendation has been drafted in recognition that discussions relating to delivery mechanisms for social infrastructure made necessary by ABP are “ongoing”.

9.62 Public health

The Master Plan acknowledges that ABP is likely to generate the need for additional GP services and dental care services. Quantitatively, it is estimated that this demand will be for an additional 1.5 GP's and 1.64 dentists across the board.

9.63 These estimates are accepted by WC Public Health, although as with the education requirements, discussions relating to necessary mechanisms being offered and agreed to ensure actual delivery of the services by DIO are ongoing. Again, the recommendation is drafted with regard to this.

9.64 Recreation facilities and open space, and other community facilities

Core Strategy policies set out standards for provision of on- and off-site open space and recreation facilities, and other community facilities. The detailed design (of SFA in particular) will have to have regard to these. Such detail is a matter for planning applications rather than the Master Plan.

9.65 Impact on Employment

The Masterplan acknowledges that an increase in the county's population resulting from ABP will result in an increase in demand for jobs, in particular from partners of military personnel living in SFA. The Master Plan states the following:

“DIO will work with Wiltshire Council to identify opportunities to support the ‘Strategic Economic Plan’ (SEP) initiatives by the Swindon and Wiltshire Local Enterprise Partnership (LEP). Opportunities could include creating new employment space, and MoD providing land to facilitate incubation (start-up) facilities and small enterprises. An example of existing development is the Castledown Business Centre at Ludgershall and Wiltshire Council have aspirations for a similar development in the Larkhill area.

The Swindon & Wiltshire City Deal aims to improve the skills of local workforce and identify where appropriate economic growth can develop, including on redundant military sites. The SEP will investigate unlocking the economic potential of areas with military presence by utilising the skills of military personnel, and a large number of the incoming spouses, to support business growth and by bringing military sites that have been declared surplus into use”.

9.66 Impact on utilities

Key consultees have confirmed to DIO's utilities provider that there should not be issues of principle arising from additional demands for gas and electricity.

9.67 Regarding foul water discharge Wessex Water has stated that there is capacity at Ratfyn STW for development at Bulford and Larkhill, although additional filters would be required at Amesbury SWT. Discussions are ongoing with Veolia in relation to capacity at Ludgershall/Tidworth.

9.68 Wessex Water has confirmed that there is sufficient capacity for water supply, although subject to Veolia's continued bulk supply to Ludgershall and Tidworth.

10. Infrastructure delivery and cumulative impacts

10.1 Specific demands upon infrastructure resulting from development taking place (such as education, local services and transport) is considered in section 9 above. Nevertheless, it warrants further clarification that the Masterplan allows for the totality of development associated with the ABP to be considered as well as an assessment of the infrastructure necessary to support that development taking place.

10.2 In accordance with the tests set out in the NPPF, the ABP will be expected to deliver all infrastructure necessary to make the development acceptable in planning terms. In this regard the Master Plan reinforces a commitment of the DIO to partner Wiltshire Council to deliver wider community facilities that would naturally follow from development taking place. The precise mechanism (for example, obligations via s106 of The Act or via the CIL Regulations) for delivery of such infrastructure will be a

matter for negotiation at the time of the submission and consideration of individual planning applications.

- 10.3 As previously stated, to inform the choice of location for development, the Master Plan is supported by the OEA. However, the planning applications may individually require Environmental Impact Assessment (EIA), particularly where there is likely to be 'in combination' effects not yet addressed by the OEA. As part of the EIA process, it can be expected that the work of the OEA would be built upon, with the cumulative impacts of development on a range of environmental, social and economic factors being considered in more detail.

11. Conclusion

- 11.1 The purpose of the Army Basing Programme Master Plan is to establish the constraints and opportunities for new development in and around the SPTA, and to provide an overview of where development can take place. It is informed by a number of 'high level' reports and studies as well as both technical and 'grass roots' consultation responses which have influenced its evolution. The Master Plan largely demonstrates that, as a matter of principle, the ABP can be accommodated without detriment or with appropriate mitigation. This is subject to a limited list of outstanding matters being addressed.
- 11.2 The master planning process provides a holistic approach to assessing the totality of development across the SPTA and has, therefore, enabled the consideration of the cumulative impacts associated with the ABP. In addition, it has also allowed early realisation of the infrastructure requirements made necessary by ABP.
- 11.3 Individual planning applications will still be necessary before development can take place. Where necessary, those planning applications will be brought before the Strategic Planning Committee for consideration. Beyond the principle of development endorsement of the ABP Masterplan in no way fetters the Council's consideration of those planning applications.
- 11.4 The recommendation to the Strategic Committee is to, therefore, endorse the Master Plan as a material consideration to be taken into account in the consideration of all future planning applications relating to the ABP, this subject to the outstanding matters being addressed to the satisfaction of the technical consultees.

12. Legal Implications

- 12.1 The Army Basing Programme is a large scale major development which by its nature has wider strategic implications and raises issues of more than local importance. The Salisbury Plain Training Area straddles two or more Area Committees and therefore it is appropriate that this development is considered by the Strategic Planning Committee pursuant to paragraph 2.1 of Part 3 of the Wiltshire Council Constitution notwithstanding that the development may be progressed by a series of phased applications.

RECOMMENDATION

That the Strategic Planning Committee both notes and endorses the Army Basing Programme Master Plan as a material consideration to be taken into account in the consideration of subsequent planning applications.

This is subject to the following matters of principle being addressed to the satisfaction of the Associate Director for Economic Development and Planning:

- **The outstanding issue relating to the impact of additional water abstraction arising from ABP being addressed, in consultation with the Environment Agency and Natural England;**
- **The outstanding issue relating to the impact of foul water discharge from ABP on phosphate levels in the River Avon being addressed, in consultation with the Environment Agency and Natural England;**
- **The outstanding issue relating to the potential impact of increased recreational pressure on Salisbury Plain from ABP on protected species being addressed, in consultation with Natural England;**

And the following site specific matters of principle or detail being addressed to the satisfaction of the Associate Director for Economic Development and Planning as part of the planning application process:

- **The outstanding issue relating to the potential need to provide additional STW capacity from ABP at Larkhill being addressed, in consultation with English Heritage;**
- **The outstanding issue relating to the potential impact of the Larkhill SFA on the setting of Stonehenge and the WHS being addressed, in consultation with English Heritage;**
- **The outstanding issue relating to unknown underground archaeology being addressed;**
- **The outstanding issues relating to the design of the mechanisms required to ensure delivery of essential infrastructure made necessary by ABP being addressed;**

And subject to the following:

- **The Highways Agency raising no in principle objection;
Veolia raising no in principle objection to water supply and foul water processing capacity issues at Tidworth and Ludgershall.**

Andrew Guest, Area Development Manager (South)

Background papers:

ABP Master Plan
ABP Overarching Environmental Assessment (and non-technical summary)
ABP Planning Context Report
ABP Outline Transport Assessment
ABP Framework Travel Plan
ABP Statement of Community Involvement

Appendix 1: ABP Master Plan
Appendix 2: SCI summary list of third party consultation responses
Appendix 3: DIO response to comments by EA, NE & WC Ecologist
Appendix 4: Summary of responses from statutory consultees & other stakeholders
Appendix 5: Abbreviations

Important background reports to the Army Basing Programme Master Plan referred to in this report can be viewed in electronic form at the following address:

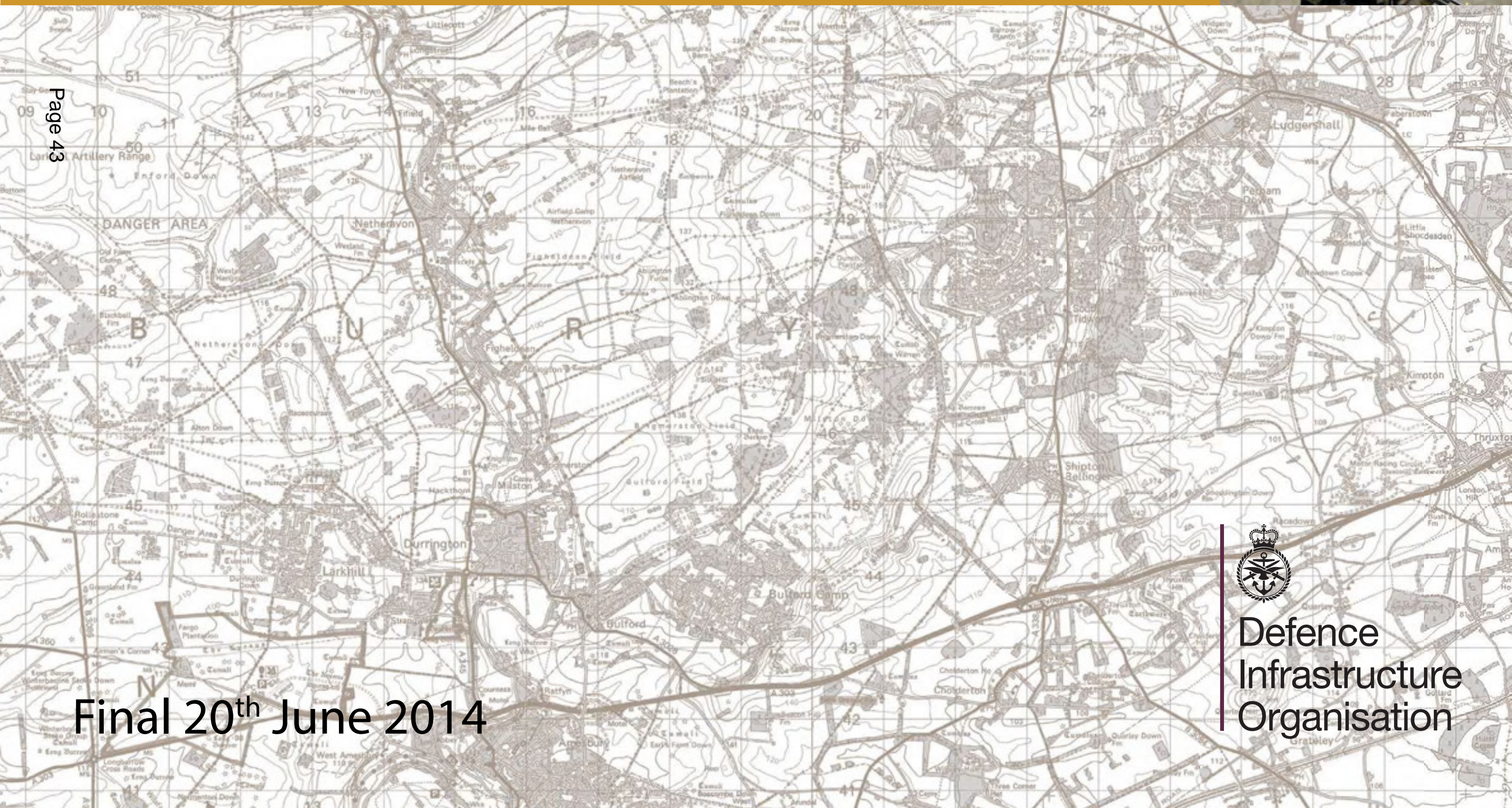
<https://n3g.4projects.com/document/publicfiles.aspx?DocumentID=d19c261e-a6d5-49a3-b7cd-361500565908#>

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Salisbury Plain Masterplan

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In March 2013, the Secretary of State for Defence announced the Regular Army Basing Plan. This set out the future laydown of Army units in the UK as units move back from Germany and restructure to deliver the Army 2020 future operating model, designed around an Adaptable Force capability at home and overseas and a Reaction Force that is ready for the most demanding scenarios, both of which will be supported by specialist Force Troops. The Government has committed £1.644 billion to the new basing plan nationally, of which over £800 million will be spent on new accommodation. The Army Basing Plan has transitioned into a delivery programme, known as Army Basing Programme (ABP).

This includes better optimisation of the UK estate including greater concentration of the Army on Salisbury Plain Training Area (SPTA), where three high readiness Reaction Force Brigades will be based. The Defence Infrastructure Organisation (DIO) has been liaising closely with Wiltshire Council since mid 2012 on preparing and planning for this increase in unit numbers and for the associated unit moves, programmed for implementation in the period 2015 to 2019.

As required under the emerging Wiltshire Core Strategy, the Salisbury Plain Masterplan has been prepared to set out, in one document, an overview of the proposed changes to SPTA. It brings together the key conclusions of the: Assessment Studies for each Garrison and the Training Estate; the Planning Context Report; the Overarching Environmental Appraisal (OEA); and, the Outline Transport Assessment (OTA).

It identifies the additional infrastructure requirements that are needed to support these moves and the associated planning applications that will be required to be submitted over the next few years. DIO has sought to engage relevant stakeholders at every phase of Masterplan preparation through a large number of meetings, formal and informal presentations, and a series of public consultation events designed to capture comments on ABP proposals for Salisbury Plain. Feedback received from stakeholders has helped to shape the proposals contained in the Masterplan.

The planning policy context within which Salisbury Plain Masterplan is being brought forward, is set out in the Wiltshire Core Strategy, through Core Policy 37: Military Establishments which allows new development at operational facilities. Paragraph 6.23 clarifies and refers to the Army 2020 rebasing project, and indicates that operational facilities include Service Families Accommodation (SFA) [See inset box]. Particular emphasis is placed on the infrastructure needs arising from the proposed development to be an integral part of the planning development. This paragraph also explains the need for the Masterplan and that the requirement for military housing is over and above the general strategic housing total set out in Core Policy 2 of the emerging Wiltshire Core Strategy.

The proposals for Salisbury Plain provide a unique opportunity to balance the military and civilian communities. The integration of both the existing and incoming military

communities with the existing civilian population is a key component underpinning the Army Basing proposals, whilst recognising the advantages of locating service personnel close to their places of work. The scale of incoming personnel at Larkhill is especially recognised as an opportunity to reinvigorate existing communities.

‘Wiltshire Core Strategy’

Para 6.23

Applications for the development of operational facilities which conflict with other policies in the Core Strategy must be accompanied by a reasoned justification as to why the development should nonetheless be considered suitable. During the plan period, provision of new housing on MOD land to accommodate military personnel including service family accommodation and other operational facilities will be required as a result of the Army Rebasing on Salisbury Plain (Army 2020)^[1]. A single master plan should be developed with the Council including front loaded consultation and partnership working with the local community and other stakeholders. The master plan should address these requirements and ensure that infrastructure needs arising from the proposed development is an integral part of any planned development in accordance with Core Policy 37, as well as other policy requirements within the plan.

[1] New housing provision will be in addition to the housing requirement in Core Policy

It provides potential for the greater viability of existing and new commercial services. Moreover, the civilian settlement at Durrington will benefit from the sharing of open spaces for informal recreation and the potential shared use of new facilities where feasible. Cycle paths will improve connectivity between all communities and new primary schools should provide a focus for wider community interaction.

The Masterplan establishes 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 camps, additional training facilities, new housing for service families, and all supporting infrastructure. The Masterplan will be presented to Wiltshire Council for endorsement as a material consideration in the determination of forthcoming planning applications.

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

- new build for single living accommodation (SLA);
- conversion of existing SLA blocks;
- additional messing facilities;
- new build and some conversion of existing technical accommodation, including workshops, garages, armouries, stores and offices; and
- approximately 1200 new houses for military personnel and their dependants, referred to henceforth as Service Families Accommodation (SFA).

The total number of SFA required is 1,217 and comprises:

- 100 No. to be purchased from the market 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;
- 36 No. Required to replace existing stock in Bulford; and
- 1,081 No. Remaining requirement for AB Programme to be included in the Masterplan.

The conclusion of the Planning Context Report is that the SFA will be sited in the following ways:

Location	SFA Units
Larkhill	540 new
Bulford	277 new
Tidworth	0 100 purchased
Ludgershall	300 new
Totals	1217

The Army have confirmed that after taking account of planning and site constraints, the SFA should be located as close as is practical to the camp where the soldiers will be based. This principle is extremely important to the Army in maintaining unit cohesion, decreasing secondary living expenses for Army Families and reducing the need to travel. It will also provide benefits to the wider community by reducing the traffic impact across SPTA and through the existing communities. This approach helps further the aims

of emerging Core Strategy Policy 2, and para. 4.18 which seeks to strengthen communities, where possible by allowing appropriate growth to provide the most sustainable pattern of development within Wiltshire which seeks to reduce the need to travel.

The proposals for rebasing in and around SPTA raise a number of issues regarding the local socio-economic infrastructure and creating “balanced communities”. The Masterplan identifies the demand for key social, education and economic infrastructure and the need for new infrastructure which is required to support Army Basing.

The Masterplan sets out an overview of what needs to be delivered to translate the Army Basing Programme into reality. Over the next five years a large number of Service personnel and their families will move in and out of Salisbury Plain, resulting in an extra 4300 Service personnel. The planned building works will require a coordinated set of planning applications, supporting information and continued consultation with the local stakeholders.

The DIO will work with Wiltshire Council and local stakeholders to translate these proposals into sustainable developments that assist in creating balanced communities for those living and working on Salisbury Plain.

1 Introduction

1.1 Army Basing Programme

In March 2013, the Secretary of State for Defence announced the Regular Army Basing Plan. This set out the future laydown of Army units in the UK as units move back from Germany and restructure to deliver the Army 2020 future operating model, designed around an Adaptable Force capability at home and overseas and a Reaction Force that is ready for the most demanding scenarios, both of which will be supported by specialist Force Troops. The Army Basing Plan has transitioned into a delivery Programme, known as the Army Basing Programme (ABP).

This includes better optimisation of the UK estate including greater concentration of the Army on Salisbury Plain Training Area (SPTA), where three high readiness Reaction Force Brigades will be based. The Defence Infrastructure Organisation (DIO) has been liaising closely with Wiltshire Council since mid 2012 on preparing and planning for this increase in unit numbers and for the associated unit moves. DIO is an operating arm of the Ministry of Defence (MOD), responsible for their rural and built estate.

This Salisbury Plain Masterplan has been prepared to set out the context for the additional infrastructure requirements that are needed to support these moves and the associated planning applications that will be required to be submitted over the next few years. It has taken into consideration all the responses and feedback received following a series of public consultation events designed to capture comments on the proposals for Salisbury Plain.

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 camps, additional training facilities, new housing for service families, and all supporting infrastructure. It is intended that the Masterplan is presented to Wiltshire Council for endorsement through the Strategic Planning Committee, as a material consideration in the determination of forthcoming planning applications.

This document is supported by the Planning Context Report (PCR), Overarching Environmental Appraisal (OEA), Outline Transport Assessment (OTA) and Framework Travel Plan (FTA) which form the technical background to the Masterplan.

The key proposals of the ABP on Salisbury Plain are:

- New construction and refurbishment work will be undertaken mostly “behind the wire” on existing MOD sites. This will include Single Living Accommodation (SLA), catering and extensive new build and some conversion of existing technical accommodation, including workshops, garages, armouries, stores and offices.
- Outside these camps approximately 1,200 new houses, constructed by MOD, on MOD land, are needed to accommodate Service families, referred to henceforth as Service Families Accommodation (SFA). The aim is to provide integrated and sustainable communities for both military and civilian families in line with local strategic planning guidance. The changes will be centred around

existing camps at Bulford, Perham Down/Ludgershall and Larkhill, and to a lesser extent on Tidworth and Upavon

- Proposed development in SPTA includes a new Electronic Target Range, a new Individual Battle Shooting Range, an enhanced ‘backdoor access’ to SPTA at Bulford and an extension to the Royal Engineers Training Area.

1.2 The Area Today

SPTA is the largest military training area in the UK and consists of around 390 square km of land owned by the MOD. The Plain is a protected habitat of international value and renowned as an historic landscape with many designated heritage assets. The area in and around Salisbury Plain hosts a number of camps, many of which are adjacent to settlements - these include Warminster, Bulford, Tidworth, Perham Down, Upavon and Larkhill.

1.3 Planning Policy Framework

The Wiltshire Core Strategy underwent examination between May and July 2013 and is likely to be adopted later in 2014.

The planning policy context within which Salisbury Plain Masterplan is being brought forward is set out in the Wiltshire Core Strategy, through Core Policy 37: Military Establishments which allows new development at “operational” facilities. Paragraph 6.23 clarifies and refers to the Army 2020 rebasing project, and indicates that operational facilities include SFA. Particular emphasis is placed on the infrastructure needs

arising from the proposed development to be an integral part of the planning development. This paragraph also explains the need for the Masterplan and that the requirement for military housing is over and above the general housing policy set out in Core Policy 2 of the emerging Wiltshire Core Strategy.

As part of the relocation of units, around 4,300 extra Service personnel and their families will be relocated to SPTA between now and 2020. To support this move, significant investment will be undertaken to provide new and refurbished facilities to support the units, service personnel and their families. Other MOD sites across the Plain are unlikely to see significant changes.

1.4 Timeline and Key Dates

Some of the moves can be undertaken without significant changes to existing camps by using existing facilities. A number of early moves have already taken place through 2013. More significant moves as announced by the Defence Secretary in March 2013 will begin in 2014, with the final moves planned within 2019.

Construction work is expected to commence in mid-2016. In the longer term, the likely timescales for key elements of the programme are:

Design of new facilities and Service Families Accommodation	May 2014 to October 2015
Prepare and submit planning applications for early works (camp development)	June 2014 onwards
Submit planning application(s) for SFA and other development within the camps	September 2014 to January 2015
Construction periods	June 2016 to 2019

1.5 Planning and Design Process

This Masterplan brings together the key conclusions of a number of separate studies that combine to form the planning, assessment and initial design process for the Salisbury Plain Army Basing Programme, which will take place within the Camps, the Training Estate and new SFA within the wider community. During the last twelve months DIO and their consultant teams have been preparing a wide range of supporting studies to inform the selection of development sites and the constraints which will need to be addressed.

Assessment Studies have been undertaken on Larkhill, Bulford, Tidworth, Perham Down and Upavon Camps to identify the location and type of new buildings and the facilities that are needed to accommodate the increase of service personnel. A separate Assessment Study has also been undertaken on the Training Estate, which surrounds the Camps, identifying the location and type of new training facilities that are needed. In parallel to the proposals for ‘inside the wire’ a Planning Context Report (PCR) has been prepared

in a number of distinct phases to address the planned changes ‘outside the wire’, related to new SFA and achieving ‘balanced’ communities.

In order to inform the issues affecting the choice of development sites an Overarching Environmental Appraisal (OEA) has been prepared covering the Camps, Training Estate and the SFA sites. The OEA reviewed the following topics: Ecology and nature conservation; Cultural heritage; Soil, groundwater and surface water; Landscape and visual; Ground conditions; Noise and vibration; Air quality; Socio economics and community effects; and, Transport and access.

The conclusions from these assessments have been taken into account and have informed the selection process for the SFA sites. Further cultural heritage and landscape and visual assessments will be needed to refine the designs for the SFA sites in Larkhill and Bulford. The output from the OEA will also be taken into account during the detailed design and planning stage for the work in the Camps and Training Estate.

The impact on the transport network of all the planned changes has been reviewed in an Outline Transport Assessment (OTA), which identifies the strategic transport mitigation proposals.

1.6 Community Engagement

Stakeholder Engagement

Stakeholder and Public Consultation have been carried out as an integral part of the planning and master planning process.

Early engagement of key stakeholders was necessary to ensure that local issues were taken into account at the first opportunity. This was particularly important due to the sensitive environmental context of Salisbury Plain which is characterised by a high number of designated sites (both ecological and heritage). Full details of the consultation process are set out in the Statement of Community Involvement (SCI).

Engagement with Local Authority

The DIO has been liaising closely with Wiltshire Council since mid 2012 on preparing and planning for these moves. A dedicated Army Basing Steering Group was set up to ensure that Wiltshire Council can respond to the impact of the Army's rebasing plans to enable effective military integration with civilian communities throughout Wiltshire. Dedicated sub-groups were also set up to address planning and environmental matters.

Initial Public Consultation

The initial public consultation on the scope of the Masterplan took place between November and December 2013.

The consultation process entailed meetings with local bodies, drop in exhibitions at key locations and targeted

questionnaires. Consultation material was made available on the Wiltshire Council and Government Websites. 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. Comments were collated and captured in a schedule of representations and recorded for the Statement of Community involvement.

Formal Public Consultation

A formal six week public consultation period took place between 19th February and 1st April 2014. Prior to the public consultation commencing, 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 initial public consultation. The consultation was crucial in explaining, in general terms, the MOD's basing plans for the Army as well as presenting the preferred/potential SFA development sites on SPTA, the proposals for the camps, and the various considerations that were taken into account to reach this stage.

Static information boards were concurrently exhibited at four locations for the six week period. The locations for these static exhibitions were Amesbury Library, Tidworth Library, Durrington Library and Salisbury Library. In addition, the exhibitions were staffed on the following dates:

- Amesbury Library (24 February & 18 March);
- Tidworth Library (25 February & 19 March);

- Durrington Library (24 February & 19 March); and
- Salisbury Library (25 February & 18 March).

Consultation material was made available through the gov.uk and Wiltshire Council websites. Over 300 responses were received from the public. A summary of the responses is set out below, and discussed in more detail in the subsequent chapters.

Key concerns/issues raised during consultation:

- Sufficient social infrastructure such as schools and retail facilities needs to be delivered in conjunction with new SFA;
- Development would impact on the A303, exacerbating the issue with 'rat running' on local roads;
- The local community expressed concerns about coalescence between Larkhill and Durrington, and that a green buffer between the two should be maintained;
- There was strong support for development on brownfield land close to existing amenities south of the Packway in Larkhill. Durrington Town Council submitted a petition with over 700 signatures in support of this;
- The public voiced concerns about the threat of development to the sun gap view from Stonehenge at Larkhill; and
- There was a strong desire for the strip of woodland north of sites B6 and B23 in Bulford to be retained.

On completion of the public consultation, a review of the outcomes was undertaken by DIO. The proposals in the Masterplan have been informed by the findings of the various consultation exercises listed above.

Comment Stage

A four-week period for final comments on the Masterplan, in addition to the PCR and OEA, took place between 20th May and 17th June 2014. Comments received during this period have been recorded and will be addressed, where appropriate, at planning application stage.

1.7 Sustainability

A key objective of the ABP is to deliver balanced and sustainable communities. Consideration has been given to a wide range of factors which contributes to the delivery of sustainable communities. The following sustainability measures will be implemented:

Travel Plan

The MOD is fully committed to minimising the impact of travel on the environment. To this end, DIO have prepared a Salisbury Plain Framework Travel Plan (FTP), which sits alongside the OTA, containing guidance which would apply to both existing and future Service personnel based in the Masterplan area. Generally the FTP will:

- encourage the use of alternative modes of transport to the private car and to better manage private car usage in

order to reduce environmental impacts for all journeys associated with the rebasing proposals;

- to deliver long-term commitment to changing travel habits by minimising the percentage of single occupancy car journeys associated with the rebasing proposals and maximising the proportion of trips made by public transport, by car share, on foot and by cycle;
- identify and achieve the support of stakeholders for the FTP, and set in place the foundations and culture;
- provide a sustainable transport policy, which will develop and grow with time;
- to educate people regarding the health benefits of walking and cycling;
- to seek to reduce traffic generated by the rebasing proposals to a significantly lower level of car trips than would be predicted without the implementation of a Travel Plan; and
- promote healthy lifestyles and vibrant communities.

New community facilities for the military and civilians

New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space will take account of the level of facilities currently available at each location. The emphasis is on building places and not just houses. The provision of additional central government funding for new community facilities is the subject of ongoing discussion.

New employment space

DIO will work with Wiltshire Council to identify opportunities to support the 'Strategic Economic Plan' (SEP) initiatives by the Swindon and Wiltshire Local Enterprise Partnership (LEP). Opportunities could include creating new employment space, and MoD providing land to facilitate incubation (start-up) facilities and small enterprises. An example of existing development is the Castledown Business Centre at Ludgershall and Wiltshire Council have aspirations for a similar development in the Larkhill area. The Swindon & Wiltshire City Deal aims to improve the skills of local workforce and identify where appropriate economic growth can develop, including on redundant military sites. The SEP will investigate unlocking the economic potential of areas with military presence by utilising the skills of military personnel, and a large number of the incoming spouses, to support business growth and by bringing military sites that have been declared surplus into use.

2 The Camps

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2.1 Summary of Changes

The requirements for Army Basing within Larkhill, Tidworth, Bulford, Perham Down and Upavon camps, 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.

The plans overleaf show the types of existing and proposed facilities, divided into the following master planning zoning categories:

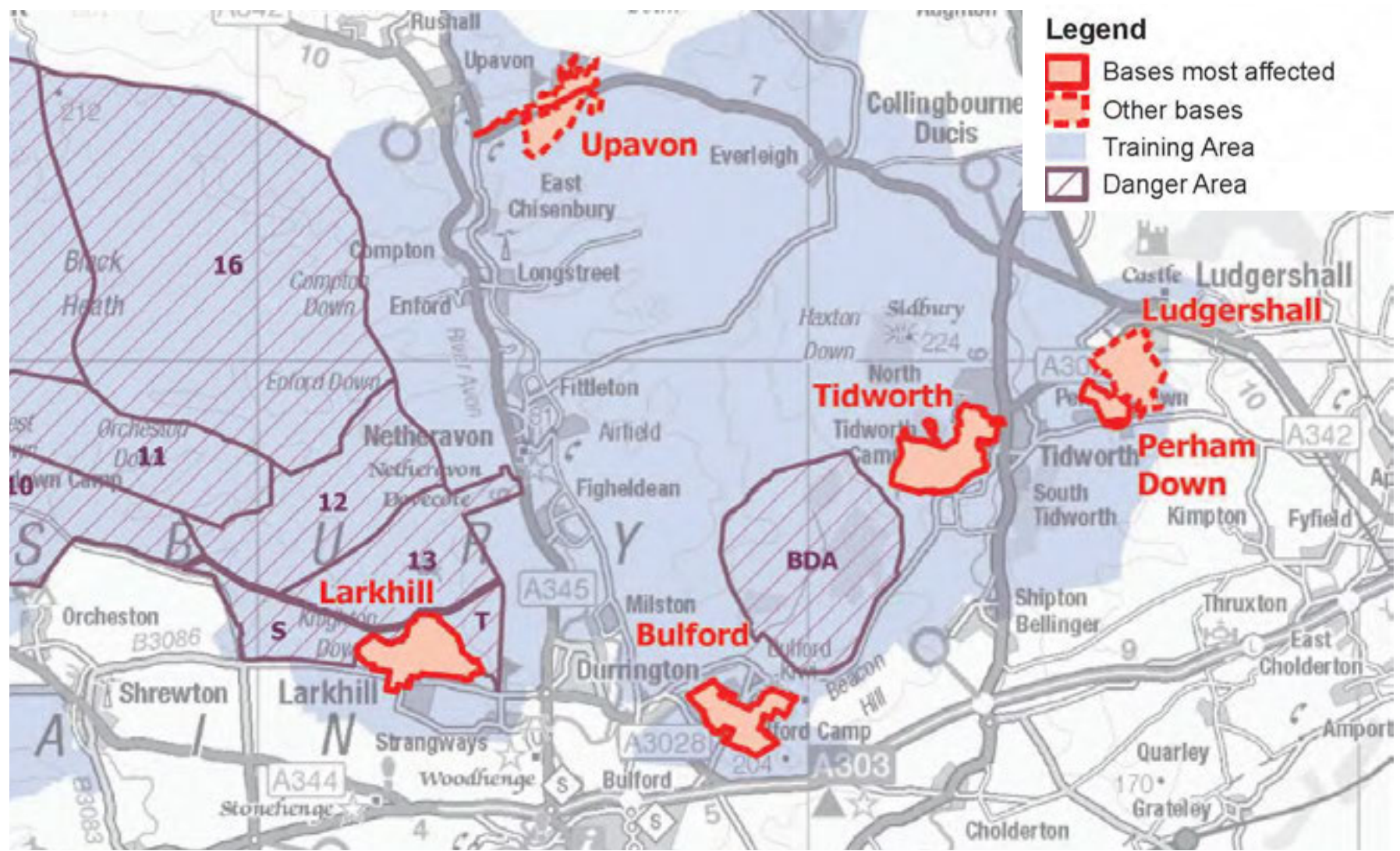
- Living;
- Technical;
- Office-Training; and
- Welfare.

At the planning application stage the level of detail provided for development within these zones will be much greater as necessary for such applications. The following table shows the uplift in personnel figures, together with the total number of personnel stationed at each military camp in 2020.

Changes at unit locations and A2020 Liability

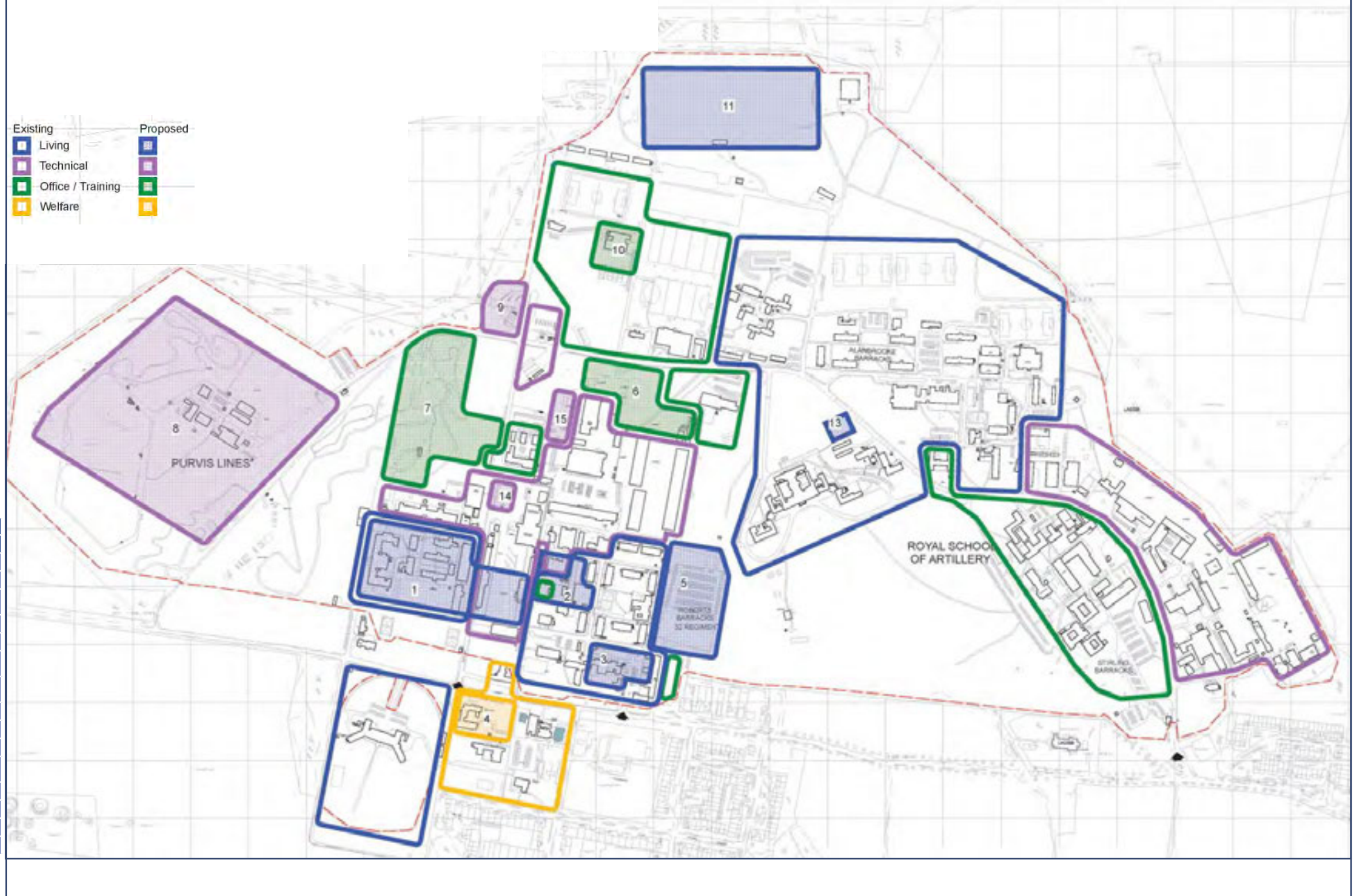
Location	Outcome	
	Change	A2020 Liability
Larkhill	+2053	3955
Bulford	+735	3453
Tidworth	+609	4143
Perham Down	+627	1254
Upavon	+254	531
Salisbury Plain	+4278	13336

Aspire Defence Ltd., manages the camps at Bulford, Larkhill, Perham Down and Tidworth. Since April 2006 these camps have been part of a major construction programme known as Project Allenby/Connaught (PAC). It is anticipated that a similar palette of colours and materials to those used in PAC will be used for the new buildings and similar construction methods will be adopted for the ABP works.



Above: SPTA Keyplan

Larkhill Camp Development Zoning



Proposed New Accommodation			
Zone	Description	No. of Buildings	Heights
1	Living	13 (plus demolitions)	3 storey
2	Living	5 (plus demolitions)	3 storey
3	Living	2	1 & 2 storey
4	Welfare	1 (plus demolitions)	2 storey
5	Living	9	3 storey
6	Offices/Training	4	1 & 2 storey
7	Offices/Training	7	1 & 2 storey
8	Technical	10 (plus demolitions)	1 storey
9	Technical	1	1 storey
10	Offices/Training	1 (plus demolitions)	2 storey
11	Living	6	1 & 2 storey
12	Not used		
13	Living	1	2 storey
14	Technical	1	1 storey
15	Technical	1	1 storey

2.2 Larkhill

The following table shows the proposed unit moves in and out of Larkhill, which is the location likely to experience the greatest net change as a consequence of the ABP, with an estimated net increase of 2,053 service personnel.

Out	Estimated date of move
Military Stabilisation Support Group – to Hermitage	Not before 2014
In	
1st Regiment Royal Horse Artillery – from Tidworth	Not before 2017
19th Regiment Royal Artillery – from Tidworth	Not before 2017
26th Regiment Royal Artillery – from Gütersloh, Germany	Not before 2017
47th Regiment Royal Artillery – from Thorney Island	2013-2014
No change	
32nd Regiment Royal Artillery	N/A
Royal School of Artillery	N/A

Proposed development at Larkhill Camp includes living accommodation, amenity space, welfare facilities, administration / training resources as well as the construction of ‘technical’ facilities.

The majority of single living accommodation will be to the north of the camp, with other development clustered around the centre and west of the site.

Demolition

Camp buildings will be demolished, in Areas 1, 2, 4, 8 and 10

Single Living Accommodation

SLA will be constructed as follows:

- Thirteen three-storey blocks in Area 1;
- Five three-storey blocks in Area 2;
- Two one-storey and two-storey blocks in Area 3;
- Nine three-storey blocks in Area 5; and
- Six one-storey and two-storey blocks in Area 11.

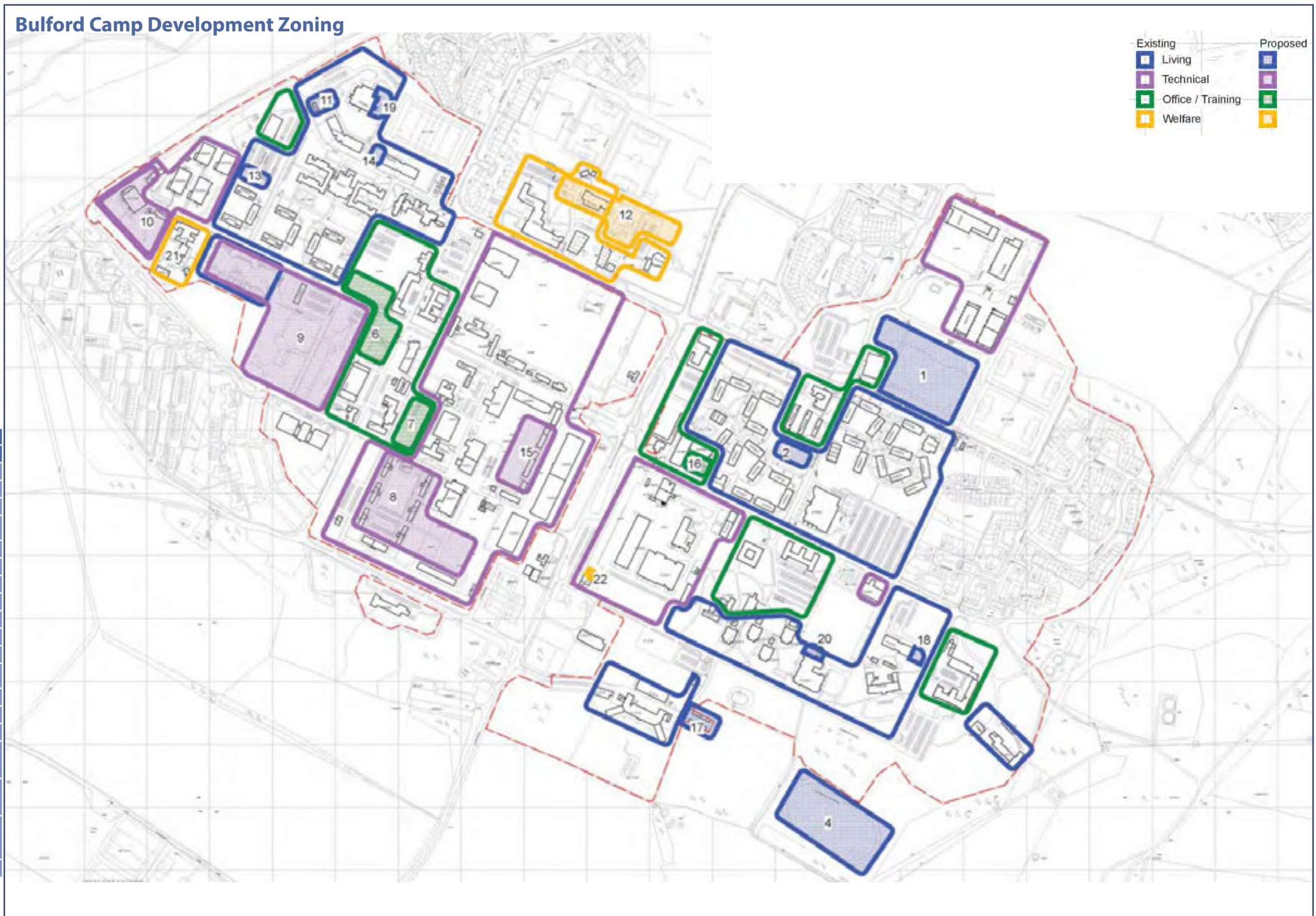
Other Construction

Other construction includes the following:

- New one-storey and two-storey offices / training facilities in Areas 6, 7 and 10 ;
- New one-storey technical facilities in Areas 8, 9 , 14 and 15; and
- A new two-storey welfare facility in Area 4.



Above: RA Officers Mess at Larkhill



Proposed New Accommodation			
Zone	Description	No. of Buildings	Heights
1	Living	7	3 storey
2	Living	2	3 storey
3	Not used		
4	Living	3	1 & 3 storey
5	Not used		
6	Offices/Training	2	2 storey
7	Offices/Training	1	2 storey
8	Technical	3 (plus demolitions)	1 storey
9	Technical	8 (plus demolitions)	1 storey
10	Technical	1	1 storey
11	Living	1	3 storey
12	Welfare	2	1 & 3 storey
13	Living	1	3 storey
14	Living	-	1 storey
15	Technical	1 (plus demolitions)	1 storey
16	Offices/Training	-	2 storey
17	Living	1	2 storey
18	Living	-	2 storey
19	Living	-	1 storey
20	Living	-	1 storey
21	Welfare	Demolition and reprovision within other zones	
22	Welfare	-	1 storey

2.3 Bulford

The table below shows the proposed unit moves in and out of Bulford, with an estimated net increase of 735 service personnel at Bulford.

Out	Estimated date of move
1st Battalion The Royal Anglian Regiment - to Woolwich	2014
4th Battalion The Rifles – to Aldershot	2015
Land Intelligence Fusion Centre - to Hermitage	Not before 2015
In	
Headquarters 20th Armoured Infantry Brigade – from Sennelager, Germany	Not before 2017
1st Battalion The Princess of Wales’ Royal Regiment – from Paderborn, Germany	Not before 2017
1st Battalion The Mercian Regiment – from Catterick	2014
5th Battalion The Rifles – from Paderborn, Germany	Not before 2016
No change	
Headquarters 3rd (United Kingdom) Division	N/A
Headquarters 12th Armoured Infantry Brigade	N/A
3rd Signal Regiment	N/A
3rd Regiment Royal Military Police	N/A
Special Investigation Branch Regiment Royal Military Police	N/A
4 Military Intelligence Battalion	N/A

Proposed development at Bulford camp includes SLA, welfare facilities, administration / training resources as well as the construction of technical facilities such as workshops and garages.

The majority of SLA will be to the east of the camp, with other development to the west of the site.

Demolition

Several existing camp buildings will be demolished, in Areas 8, 9 15 and 21

Single Living Accommodation

SLA will be constructed as follows:

- Seven three-storey blocks in Area 1;
- Two three-storey blocks in Area 2;
- Three one-storey and three-storey blocks in Area 4; and
- A single two-storey block in Area 17.

In addition, refurbishment and extension of existing buildings in Areas 18, 19 and 20 is proposed to provide the balance of the SLA requirement at Bulford.

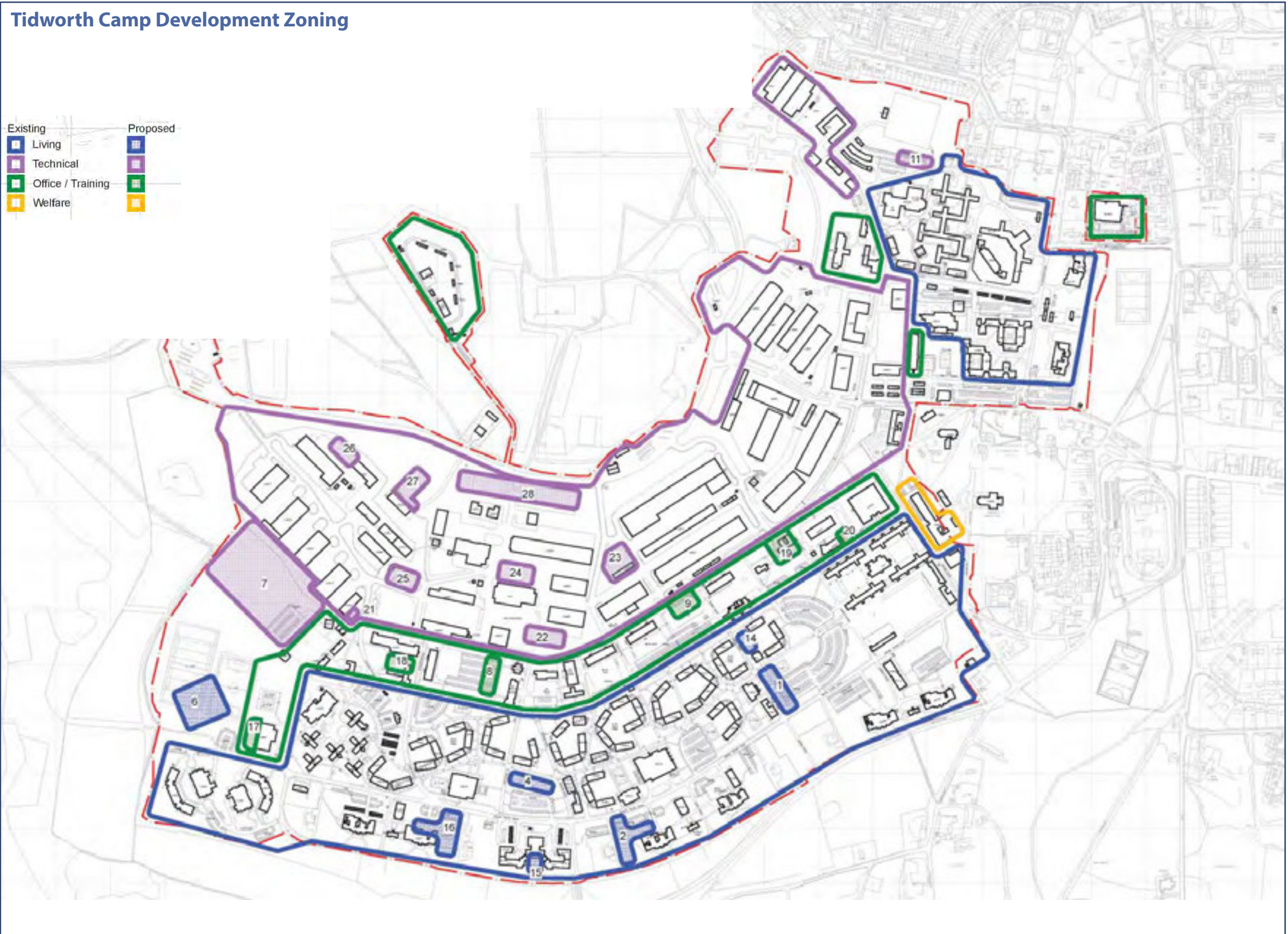
Other Construction

Other construction includes the following:

- New two-storey offices / training facilities in Areas 6, 7 and 16
- New one-storey technical facilities in 8, 9 , 10 and 15; and
- New one-storey and three-storey welfare facilities in Areas 12 and 22.



Above: SLA accommodation at Bulford



Proposed New Accommodation			
Zone	Description	No. of Buildings	Heights
1	Living	2	3 storey
2	Living	2	1 & 3 storey
3	Not used		
4	Living	2	3 storey
5	Not used		
6	Living	2	1 & 2 storey
7	Technical	3	1 storey
8	Offices/Training	1	2 storey
9	Offices/Training	1	1 storey
10	Not used		
11	Technical	1	1 storey
12	Not used		
13	Not used		
14	Living	1	3 storey
15	Living	-	1 storey
16	Living	2	1 & 3 storey
17	Offices/Training	-	1 storey
18	Offices/Training	-	1 storey
19	Offices/Training	1	1 storey
20	Offices/Training	-	1 storey
21	Technical	-	1 storey
22	Technical	1	1 storey
23	Technical	1	1 storey
24	Technical	1	1 storey
25	Technical	1	1 storey
26	Technical	1	1 storey
27	Technical	1	1 storey
28	Technical	1	1 storey
29	Technical	2	1 storey

2.4 Tidworth

The following table below shows the proposed unit moves in and out of Tidworth. The exact number of service personnel to be stationed at Tidworth is yet to be determined, however it is estimated that there will be a net increase of 1,236 service personnel at Tidworth and Perham Down.

Proposed development at Tidworth camp includes living accommodation, administration / training resources as well as the construction of technical facilities.

The majority of living accommodation will be around the southern and western boundaries of the camp, with other development in the centre of the site.

Demolition

Some existing camp buildings in Area 19 will be demolished.

Single Living Accommodation

SLA will be constructed as follows:

- Two three-storey blocks in Area 1;
- Two one-storey and three-storey blocks in Area 2;
- Two three-storey blocks in Area 4;
- Two one-storey and two-storey blocks in Area 6; and
- One three-storey block in Area 14.

In addition, refurbishment and extension of several existing buildings in Areas 2, 15 and 16 is proposed to provide the balance of the SLA requirement at Tidworth.

Other Construction

Other construction includes the following:

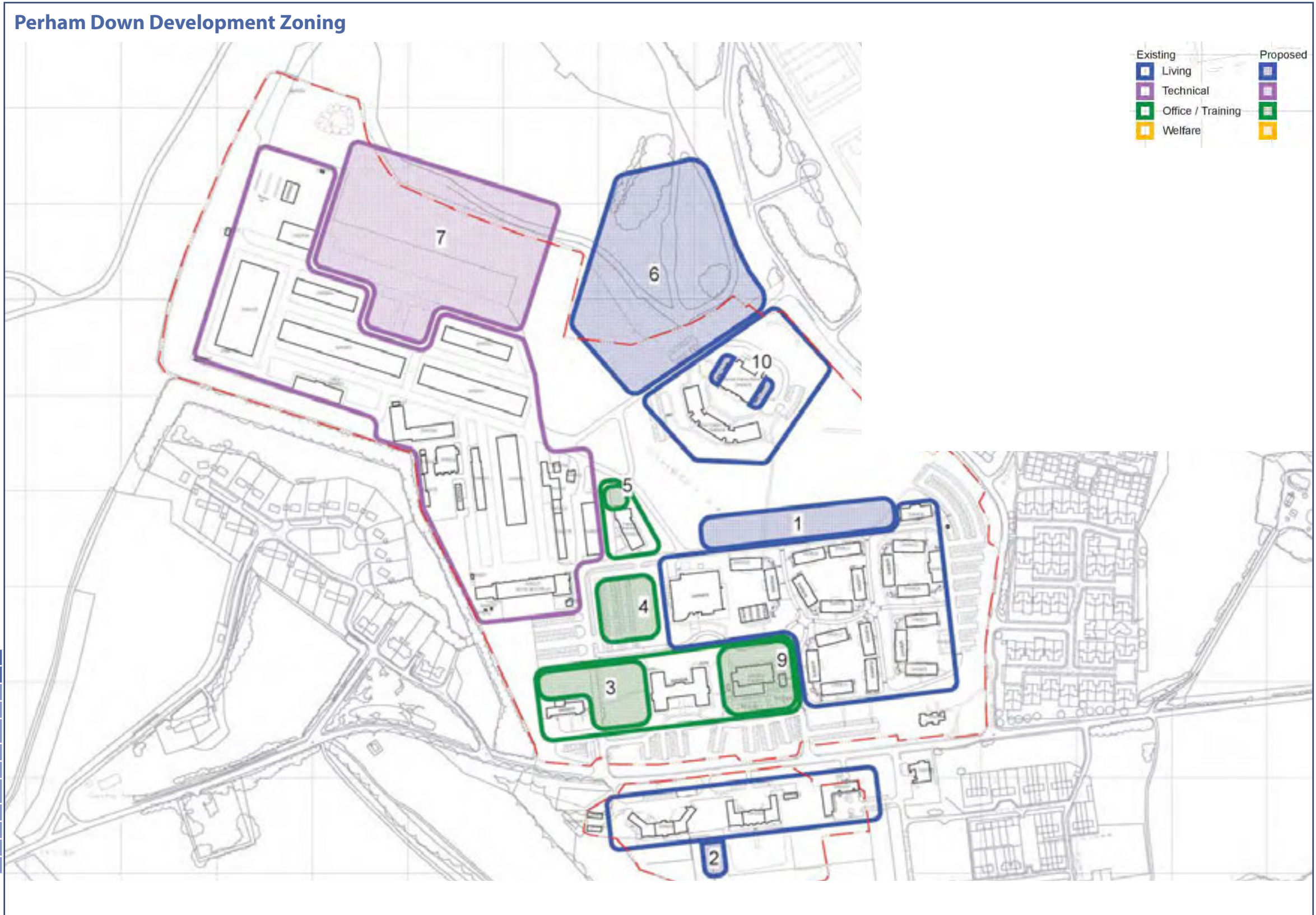
- New offices / training facilities in Areas 8, 9 and 19; and

Out	Estimated date of move
1st Regiment Royal Horse Artillery – to Larkhill	Not before 2017
19th Regiment Royal Artillery – to Larkhill	Not before 2017
5 FS Battalion Royal Electrical and Mechanical Engineers – to Cottesmore	Not before 2015
In	
Headquarters 1st Artillery Brigade and Headquarters South West - from Upavon	Not before 2014
The Queen's Royal Hussars (Queen's Own and Royal Irish) – from Sennelager, Germany	Not before 2017
Royal Tank Regiment – from Honington	2014
1 Armoured Medical Regiment – from Sennelager, Germany	Not before 2017
5 Armoured Medical Regiment – from Catterick	Not before 2017
3 Armoured Close Support Battalion, REME – from Paderborn, Germany	Not before 2017
No change	
Headquarters 1st Armoured Infantry Brigade	N/A
The King's Royal Hussars	N/A
1st Battalion The Royal Regiment of Fusiliers	N/A
1st Battalion The Royal Welsh	N/A
4 Armoured Close Support Battalion, REME	N/A
6 Armoured Close Support Battalion, REME	N/A

- New technical facilities in Areas 7, 11, 22, 23, 24, 25, 26, 27 and 28.



Above: Training facilities at Tidworth



Proposed New Accommodation			
Zone	Description	No. of Buildings	Heights
1	Living	4	3 storey
2	Living	1	2 storey
3	Offices/Training	2	1 & 2 storey
4	Offices/Training	1	2 storey
5	Offices/Training	1	1 storey
6	Living	3	1 & 2 storey
7	Technical	5	1 storey
8	Zone not used	-	-
9	Offices/Training	-	-
10	Living	-	1 storey

2.5 Perham Down

The table below shows the proposed unit moves in and out of Perham Down. An additional regiment of engineers is moving to Perham Down.

Out	Estimated date of move
None	N/A
In	
35 Engineer Regiment – from Paderborn, Germany	Not before 2017
No change	
22 Engineer Regiment	N/A
26 Engineer Regiment	N/A

Proposed development at Perham Down camp includes living accommodation, amenity areas, administration / training resources as well as the construction of technical facilities.

It is currently envisaged that the majority of new-build living accommodation will be around the centre and southern boundary of the camp, with other development to the north and west of the site.

Demolition

Demolition of some existing camp buildings within Area 9 will be required.

Single Living Accommodation

SLA will be constructed as follows:

- Four three-storey blocks in Area 1;
- A single two-storey blocks in Area 2; and
- Three one-storey and two-storey blocks in Area 3.

In addition, refurbishment and extension of an existing building in Area 10 is proposed to provide the balance of the SLA requirement at Perham Down.

Other Construction

Other construction includes the following:

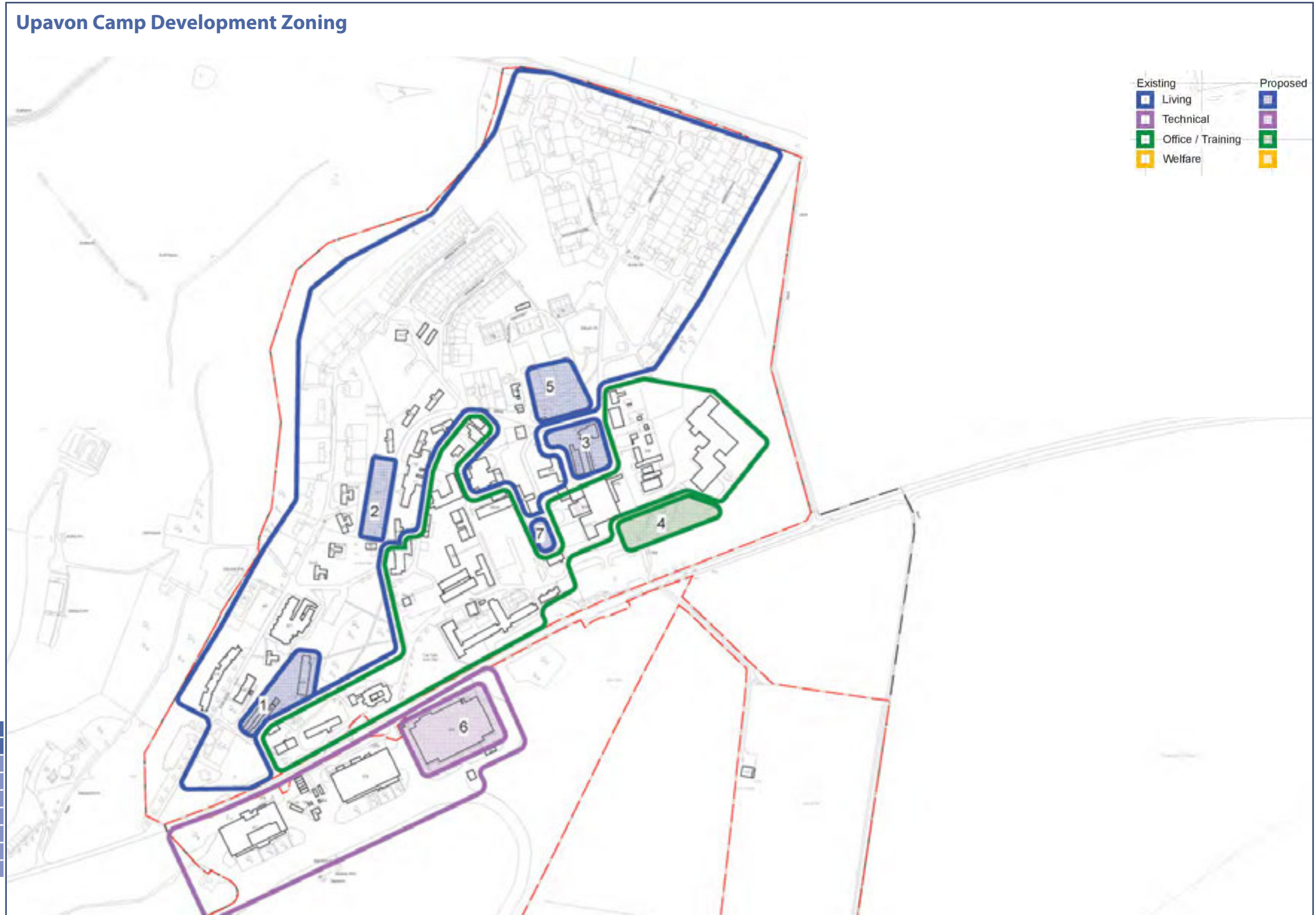
- New one-storey and two-storey offices / training facilities in Areas 3, 4, 5 and 9; and
- A new one-storey technical facility in Area 7.



Above: Example of Junior ranks SLA



Above: Mess facilities



Proposed New Accommodation			
Zone	Description	No. of Buildings	Heights
1	Living	2	2 storey
2	Living	2	2 storey
3	Living	1	3 storey
4	Offices/Training	1	3 storey
5	Living	1	2 storey
6	Technical		
7	Living	1	3 storey

2.6 Upavon

No new units are moving into Upavon, although there will be a small uplift in the numbers of personnel in units remaining on the camp. An increase of 254 service personnel is anticipated at Upavon. There will be no new SFA at Upavon, the slight increase in service families will be accommodated in existing military houses.

Out	Estimated date of move
Headquarters 8 Engineer Brigade - to Minley	Not before 2014
Headquarters 1st Artillery Brigade and Headquarters South West – to Tidworth	Not before 2014
In	
None, although a small uplift to headcount in existing units	N/A
No change	
Headquarters 1 Intelligence & Surveillance Brigade	N/A
2 Military Intelligence Battalion	N/A

Proposed development at Upavon camp includes construction of living accommodation and office facilities. It is currently envisaged that the majority of development will be in the southern half of the camp.

Demolition

No demolition is currently anticipated at Upavon.

Single Living Accommodation

SLA will be constructed as follows:

- Two two-storey blocks in Area 1;
- Two two-storey blocks in Area 2;
- A single three-storey block in Area 3;
- A single two-storey block in Area 5; and
- A single three-storey block in Area 7.

Other Construction

Other construction includes the following:

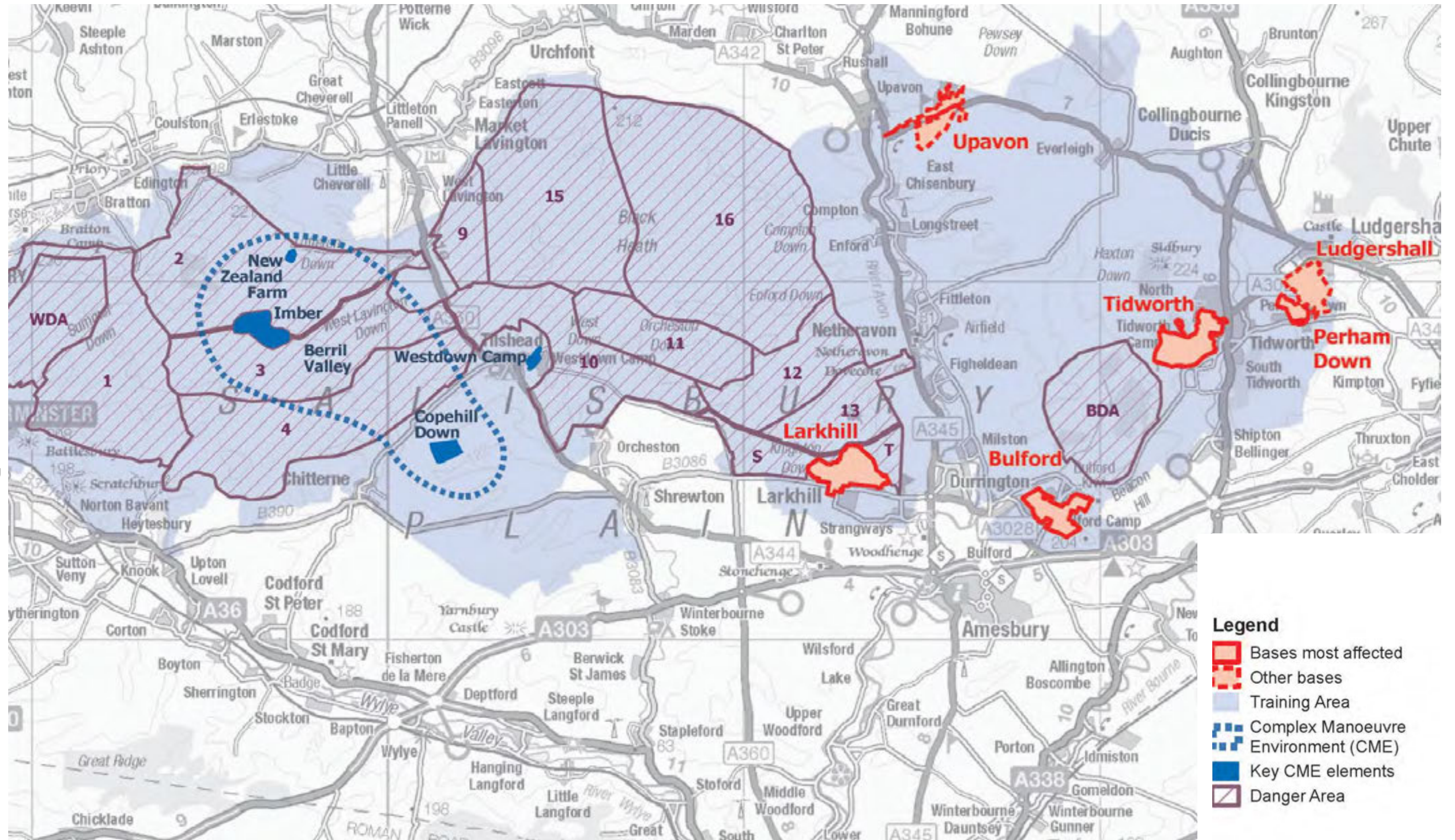
- A new office / training facility in Area 4; and
- Reconfiguration of an existing hanger in Area 6 to provide new technical accommodation.



Above: Example of Junior ranks SLA



Above: Dining facilities



Above: SPTA Keyplan

3 The Training Estate



3.1 Existing Activities

Salisbury Plain Training Area is divided into the west, central and eastern sections. Across this template, the land is divided into some 33 areas (not counting the Bulford and Warminster Danger Areas) to facilitate the most efficient allocation for military training, taking into account the varying characteristics of the areas and military capability of the units in training. Typically, 10 to 20 units utilise SPTA at any one time, although at times this can rise to as many as 40 units.

Within the training area boundary there are four specific danger areas 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 used for the majority of direct and indirect weapons systems, including air gunnery.
- Areas 1-4 located in the West 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.

3.2 Proposed Activities

The OEA accompanying this Masterplan addresses the military training element on SPTA. The OEA provides baseline information on topics including the management of training, training infrastructure, dry training and live firing. The OEA also reviews the future likely training demand for SPTA arising from the Army Basing Programme and other unrelated, training change proposals, together with the key impact upon SPTA.

The capacity limits for the training impact on SPTA are agreed via a unilateral undertaking between the Secretary of State for Defence, relevant Statutory Bodies and Local Authorities.



Above: New electronic target range (ETR) in the Bulford danger

3.3 Proposed New Developments

Electronic Target Range

A new electronic target range (ETR) is required to complement the existing small arms ranges in the Bulford Danger Area. This range occupies a footprint of 100m by 600m. A range danger area will extend beyond this footprint, covering an area of 376 Ha. The ETR will have three rows of twelve electrically operated targets.

Individual Battle Shooting Range

A new Individual Battle Shooting Range will be constructed within the Central Impact Area. This is a special purpose ETR for practising individuals or pairs of firers.

Bulford 'backdoor' access, and Nine Mile River Crossing

A new direct access point onto the training SPTA is proposed for Bulford. The new access will allow vehicles to enter SPTA directly from the garrison without using the public highway, thereby reducing the impact of military traffic movements on the local highways. The new entrance will be linked to the stone track network on SPTA via a new track from the garrison gate. The track will cross the Nine Mile River by means of a ford or bridge.

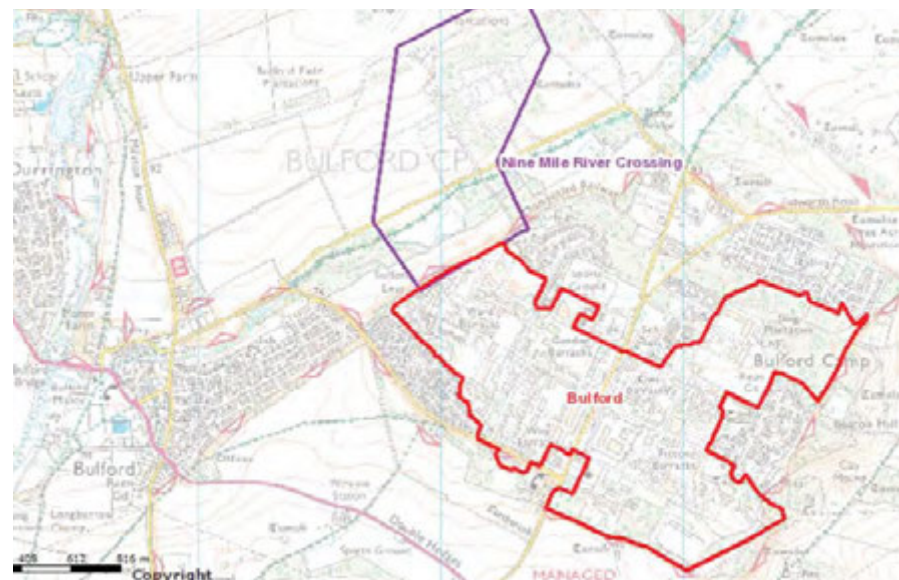
Royal Engineers Training Area

The Royal Engineers Training Area (RETA) at Perham Down will be enhanced within its current footprint. Additional areas will be made available for use to practice ploughing if required. This will not incorporate any new buildings.

Below: Individual battle shooting range



Below: Nine Mile River crossing incorporating Bulford 'backdoor access'



Below: A typical Electronic Target Range (source: JSP403)



3.4 Other Training Development

A number of new training features not directly connected to Army Basing are to be delivered within a similar timeframe, so are captured within Salisbury Plain Masterplan to provide a complete picture of anticipated changes across SPTA. These features planned as a part of the 'Return to Contingency' training, will take place following the withdrawal from Afghanistan and the transition of the Army to the New Operating Model. These training features are known collectively as the Complex Manoeuvre Environment (CME) intended to create a connected series of simulated settlements.

Copehill Down

The facility at Copehill Down will be modified to introduce new training features. These will include additional buildings, construction of 'rat runs', tunnels, market stalls, rubble and abandoned vehicles to increase the complexity of the urban space. A new target range will be built within one of the existing buildings, although this range will not be used for live firing.

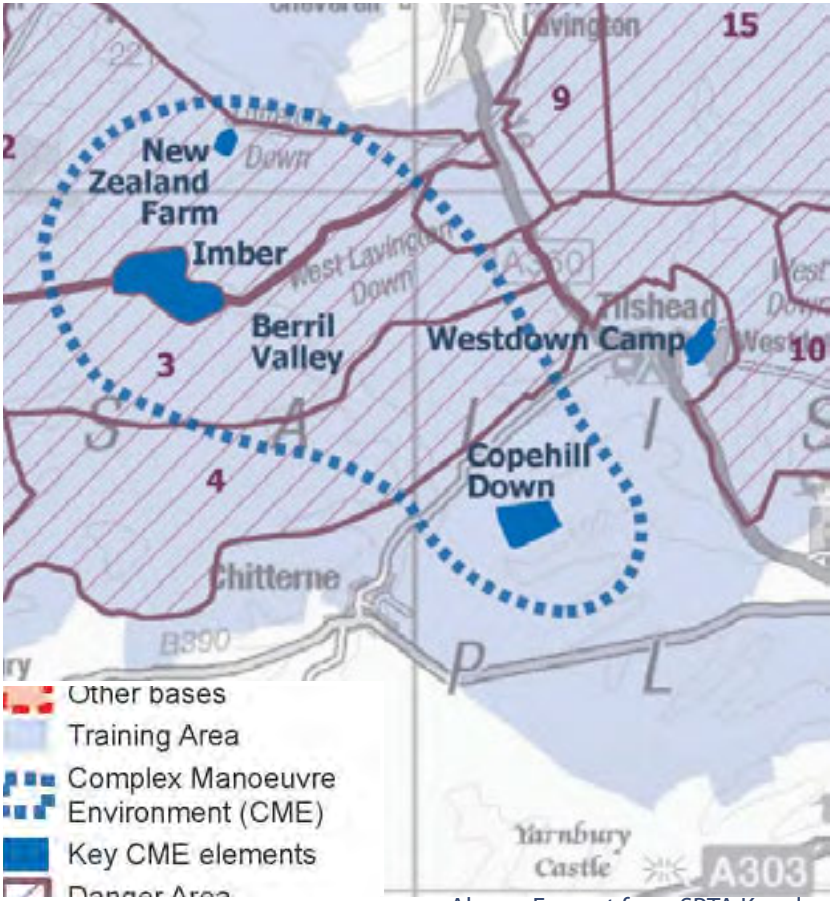
Imber village

Changes to Imber village within the existing boundary of the settlement, will include several new buildings as infill between existing buildings. Repairs will be made to the existing structures, which have become potentially unsafe through wear and tear. Rooms will be built within some buildings which are currently empty shells.

Berril Valley

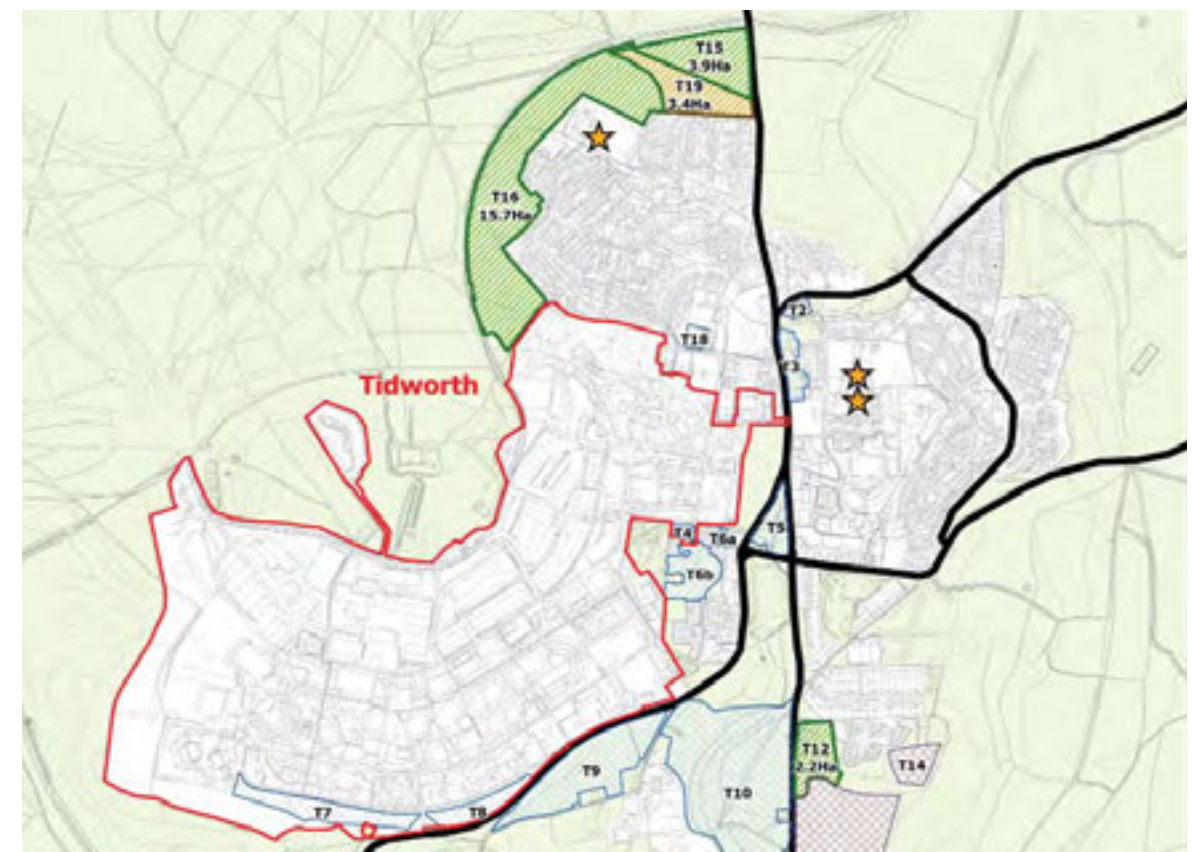
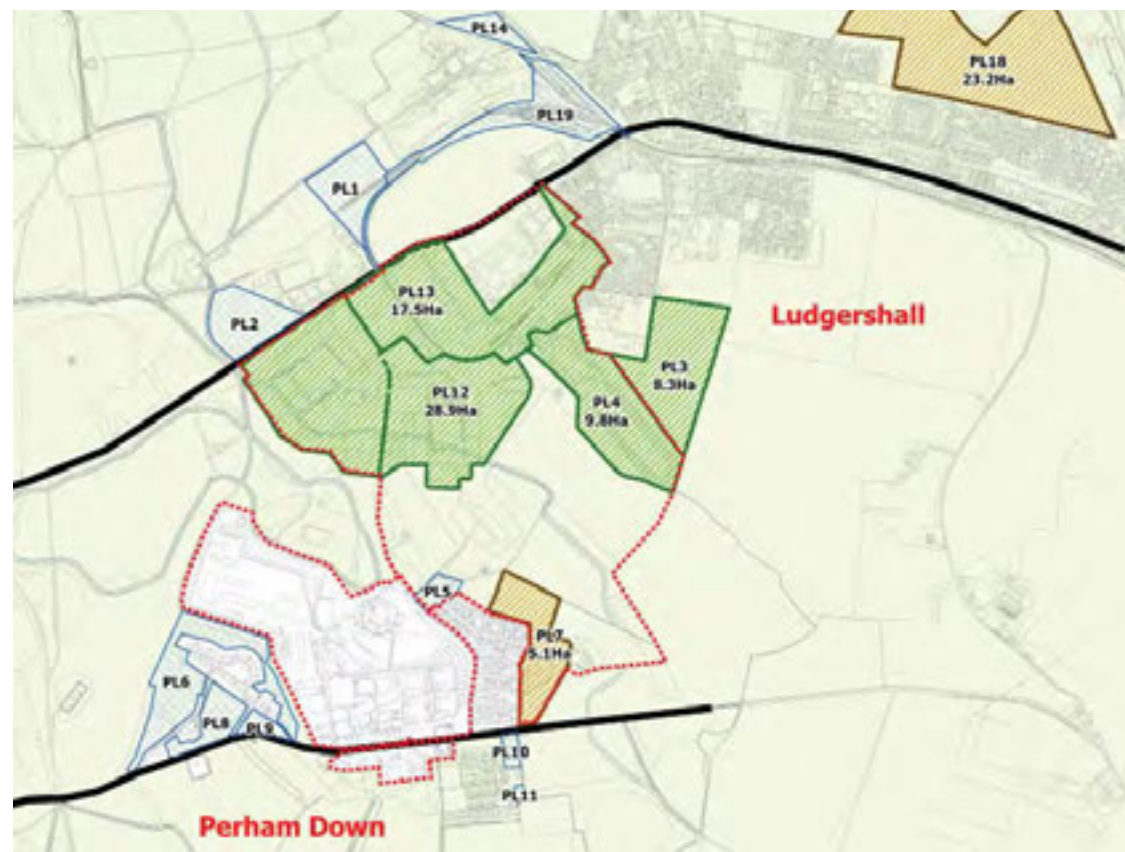
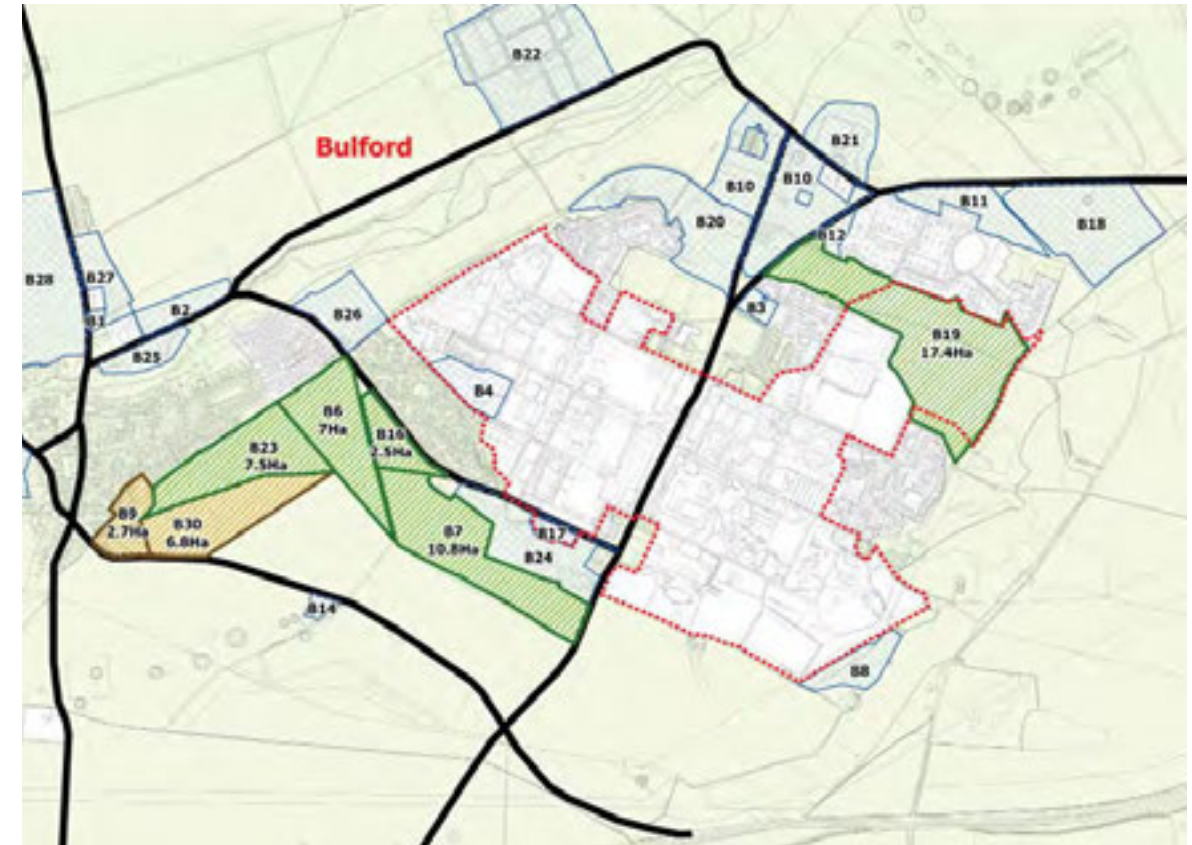
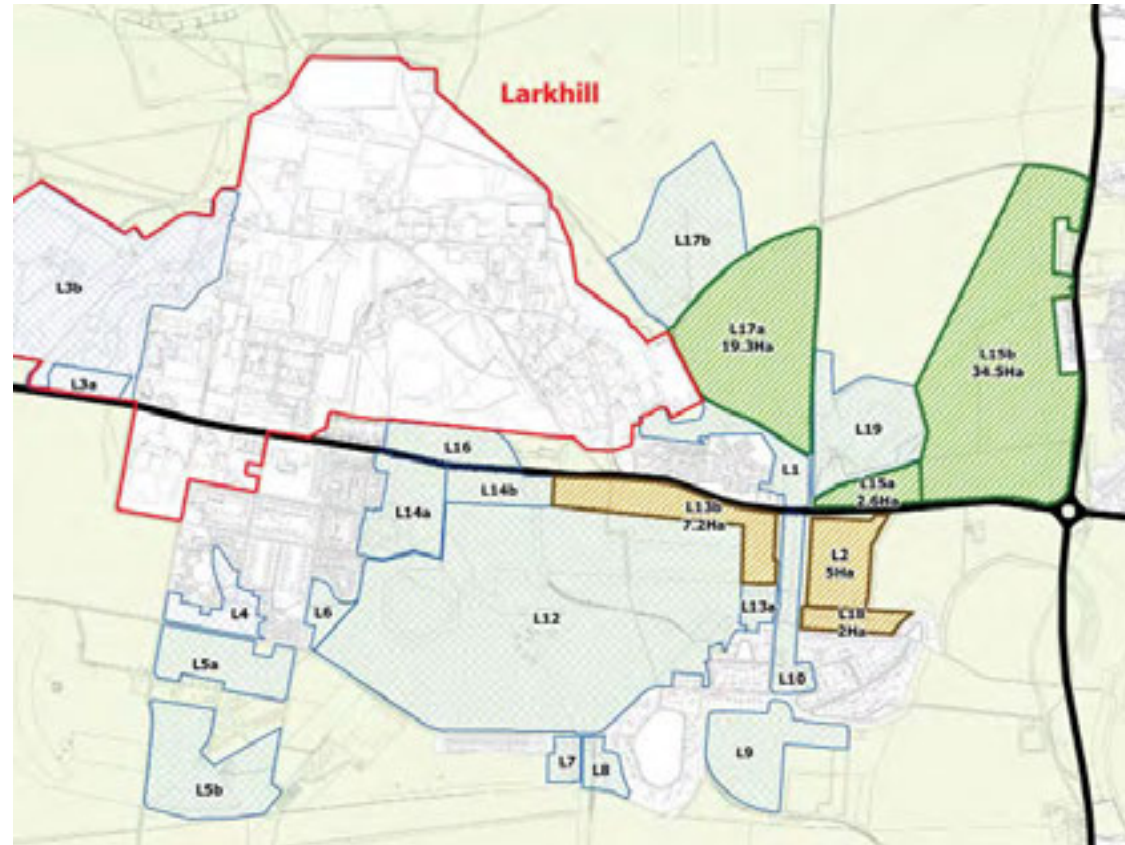
It is proposed that the CME will be created as a linear training feature along the Berril Valley track between Copehill Down and Imber village. This will comprise a number of small movable, structures to simulate buildings lining a highway. These would not require foundations or hard standing.

Further consultation will be undertaken with Wiltshire Council and other statutory bodies to determine which of these operations requires planning or other consent.



Above: Excerpt from SPTA Keyplan





- LEGEND**
- Army Base
 - Preferred Sites
 - Potential Sites
 - Sites Omitted
 - Key Roads

top Left: Preferred and Potential sites located around Larkhill

Top Right: Preferred and Potential sites located around Bulford

Bottom Left: Preferred and Potential sites located around Ludgershall

Bottom Right: Preferred and Potential sites located around Tidworth

4 Service Family Accommodation (SFA)



4.1 Analysis

The Phase 3 Planning Context Report (Consultation Draft) identified “preferred and potential” sites for SFA in Larkhill, Bulford, Tidworth and Perham Down/Ludgershall (see plans on the previous page). Those sites have been assessed in more detail and the output of the Overarching Environmental Appraisal has been used as part the refining process for the selection of the final sites for SFA that are identified in this chapter.

The Army have confirmed that after taking account of planning and site constraints, the SFA should be located as close as is practical to the camp where the soldiers will be based. This principle is extremely important to the Army in maintaining unit cohesion, decreasing secondary living expenses for Army Families and reducing the need to travel. It will also provide benefits to the wider community by reducing the traffic impact across Salisbury Plain Training Area and through the existing communities. This approach is consistent with emerging Core Strategy Policy 2, and para. 4.18 which seeks to strengthen communities, where possible, by allowing appropriate growth to provide the most sustainable pattern of development within Wiltshire and reducing the need to travel.

A key objective of the ABP is to deliver balanced and sustainable communities. This is especially important in the context of the ‘New Employment Model’ which will offer greater domestic stability to Service personnel and their dependants. It is envisioned that personnel will be stationed

in Salisbury Plain area for longer periods of time than was previously the case, thus allowing the incoming population better opportunities to integrate with existing communities. The purpose of the Masterplan is to provide the framework to facilitate the delivery of balanced and sustainable communities.

The SFA will be supported by appropriate community infrastructure as part of a sustainable community. The provision of further school places, retailing, community facilities and public open space will form part of the proposal for each location, taking account of the facilities currently available at each location. The Army have identified a total of 1217 SFA to serve the following camps:

Larkhill	540
Bulford	241
Bulford	36 (to replace 36 removed from Bulford Barracks)
Tidworth	100 (to be purchased)
Ludgershall	300

The Phase 3 Planning Context Report (Consultation Draft) identified preferred and potential sites that are more than four times the amount of land needed for the SFA development. The process of reducing these sites to a final list of sites has been undertaken in a holistic way, so that all the constraints in an area around the preferred and potential sites have been assessed. This approach means that land adjacent to the preferred and potential sites has been included in the assessment process.

The key issues identified from the site analysis and consultation process, with Larkhill sites generating the majority, include

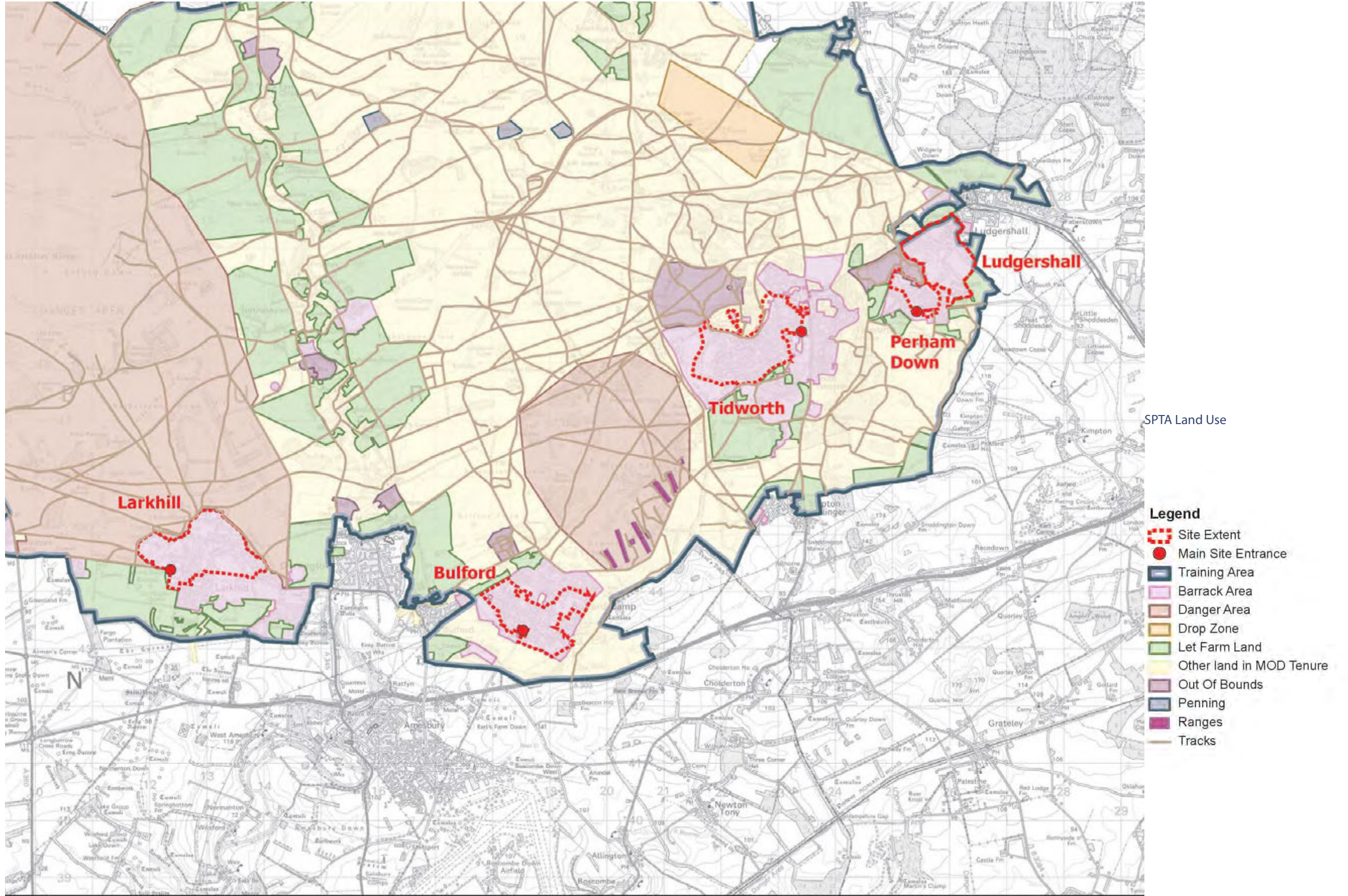
- Importance of the Stonehenge World Heritage Site designation and archaeological assets in the area;
- English Heritage’s objection to the expansion or enlargement of the existing Sewage Treatment Works at Larkhill;
- Concordat Agreement related to development south of the Packway (Larkhill);
- Location of the summer solstice sunrise in Stonehenge;
- Landscape impact from the proposed development;
- The ability to deliver 540 SFA in Larkhill and achieve a balanced community;
- Availability of primary and secondary school places in Larkhill and Ludgershall;
- Traffic Impact on A303, exacerbate issue with ‘rat running’, concerns on local network;
- Separation areas between new SFA and transit routes;
- Separation area between new SFA and the AS90 firing area

in Larkhill;

- Concerns about proximity of sites in Tidworth to Stone Curlew nesting sites; and
- Water supply and sewage disposal.

The following sections identify the final SFA sites selected for development; and, other detailed issues that will need to be assessed during the preparation of the outline planning applications.





SPTA Land Use

- Legend**
- Site Extent
 - Main Site Entrance
 - Training Area
 - Barrack Area
 - Danger Area
 - Drop Zone
 - Let Farm Land
 - Other land in MOD Tenure
 - Out Of Bounds
 - Penning
 - Ranges
 - Tracks



Larkhill - Proposed development plan

- Key**
- Development boundary
 - Existing woodland
 - Existing hedges
 - Developed areas
 - Undeveloped areas
 - Footpath/byway
 - Proposed Cycleway
 - Conservation area
 - Development block
 - Main vehicular route
 - POS
 - Landscape buffer
 - Retained MoD military transit
 - Solstice sun path

4.2 Larkhill

The principal issues that have been addressed by the Masterplan for the proposed development are:

- Potential impact on Stonehenge, Durrington Walls, Wood Henge and the Stonehenge World Heritage Site;
- Alignment of the summer solstice sunrise onto Stonehenge from the north-east of Larkhill;
- Potential impact on the Stonehenge landscape and the landscape sensitivity of the area;
- Impact on calcareous grassland within site L17a;
- Proximity of new SFA to the AS90 firing area and the need to protect development from noise and vibration;
- Proximity to the floodlighting of the Stonehenge Golf Centre;
- Opposition from Durrington residents to the development of site L15b and the need to retain the separation of Durrington from Larkhill;
- The capacity of the local road network and junctions to serve the development;
- The need to provide a new primary school or expansion of the existing school to serve the new SFA; and
- Adequacy of the local facilities to serve the new development.

Due to the significance of the Stonehenge WHS and the Concordat Agreement it would not be appropriate to build 540 SFA below the Packway. The analysis of the sites concludes that the land between Salisbury Golf Centre and Larkhill Camp has the potential to accommodate 540 SFA.

However, in order to deliver this site the Army has agreed to relocate the firing area for the AS90 guns further north, so that an adequate environmental separation between training and housing can be maintained.

The removal of this constraint, combined with the need to locate SFA as close as is practical to the garrison, and the landscape sensitivity around Durrington, indicates that the area for SFA should be located to the north and west of the Stonehenge Golf Centre. This would enable sites L15a and L15b to be retained as open landscape and maintain the physical separation between Durrington and Larkhill, whilst providing joint use of the open space for the whole community. There would be no development on land on the alignment of the summer solstice sunrise.

The Larkhill Proposal identifies how most of the calcareous grassland can be protected and structure landscape provided to enable the development to be integrated into the wider landscape. The boundary of the proposal area includes land for 540 SFA, public open space, protected grasslands, new school site, community facilities and the existing Golf Centre. The Golf Centre is not included in the suggested SFA development area at the present time, but should it become available it could mean that the northern boundary of housing as presently indicated could be repositioned further south.

The Landscape Visual Impact Assessment (LVIA) chapter of the Overarching Environmental Appraisal includes impact assessments of the preferred sites. The selected site has been the subject of an initial LVIA to support the development, more detailed assessment will be undertaken as part of the landscape assessment to support the subsequent planning

application.

As part of the planning application process, the next steps include detailed assessments of the study area to support delivery of the 540 SFA, additional new primary school and local facilities. It is acknowledged that Wiltshire Council's preference for primary education is for the existing school to be retained and a new two-form entry school provided, accommodating the relocation of Figcheldean Primary School. Further studies will include detailed geophysical survey and, if required, trial trenching to ensure that there are no major historic structures within the proposed site. At the same time an assessment would be undertaken in Larkhill to identify how the local facilities can be improved to complement the development on the north east. If the SFA studies conclude that not all of the 540 SFA can be delivered in this location, the remaining balance of SFA would be provided either in Bulford or by inclusion of the Golf Centre as an area for development.



Above: Aerial image of Larkhill



Bulford Proposed development plan 01

- Key**
- Development boundary
 - Existing woodland
 - Existing hedges
 - Developed areas
 - Undeveloped areas
 - Footpaths
 - Proposed Cycleway
 - Conservation area
 - Development block
 - Main vehicular route
 - POS
 - Landscape buffer

4.3 Bulford

Two sites are identified for SFA in Bulford; a larger site to the south of the Canadian estate off Bulford Road; and, a small site next to existing Officers' accommodation in the north for the Officer accommodation element of the total of 277 SFA.

The principal issues to be addressed by the proposed development are:

- Potential impact on heritage assets to the south of Double Hedges Road;
- Landscape sensitivity;
- The capacity of the local road network and junctions to serve the development, and the location of a southern road access ;
- Adequacy of the local facilities to serve the new development;
- 36 SFA will be replaced, as the site for this old SFA will be re-used for the development of the camp. This is included in the 277 SFA requirement ; and
- Potential ecological and landscape constraints related to the woodland on site B19.

The **Bulford proposals plan 1** identifies a site off Bulford Road which could accommodate all 277 SFA, together with land for a public open space. The plan retains the existing footpaths and provides a landscape buffer around the archaeological assets on the land. Lower density housing would be located on the southern boundary of the site adjacent the open fields. A new road access provided close

to the Canadian Estate off Bulford Road and from the south off Double Hedges Road or through the adjacent site B9, accessed from Newmans Way.

Bulford proposals plan 2 (overleaf) identifies the western part of B19, which is not part of the camp , together with the triangular site on the north (B12) for low density SFA to provide between 30 to 50 Officer SFA. The area requires more detailed, technical landscape and ecological assessment as part of the planning application process to determine the precise area of developable land, ensure a satisfactory relationship with listed buildings and safe road access.

This process would also identify the fallback location of any SFA that has not been possible to deliver in Larkhill (see, 4.2).



Above: Aerial image of Bulford



Bulford - Proposed development plan 02

- Key**
- Development boundary
 - Existing woodland
 - Existing hedges
 - Developed areas
 - Undeveloped areas
 - Footpaths
 - Proposed Cycleway
 - Conservation area
 - Development block
 - Main vehicular route
 - POS

4.4 Tidworth

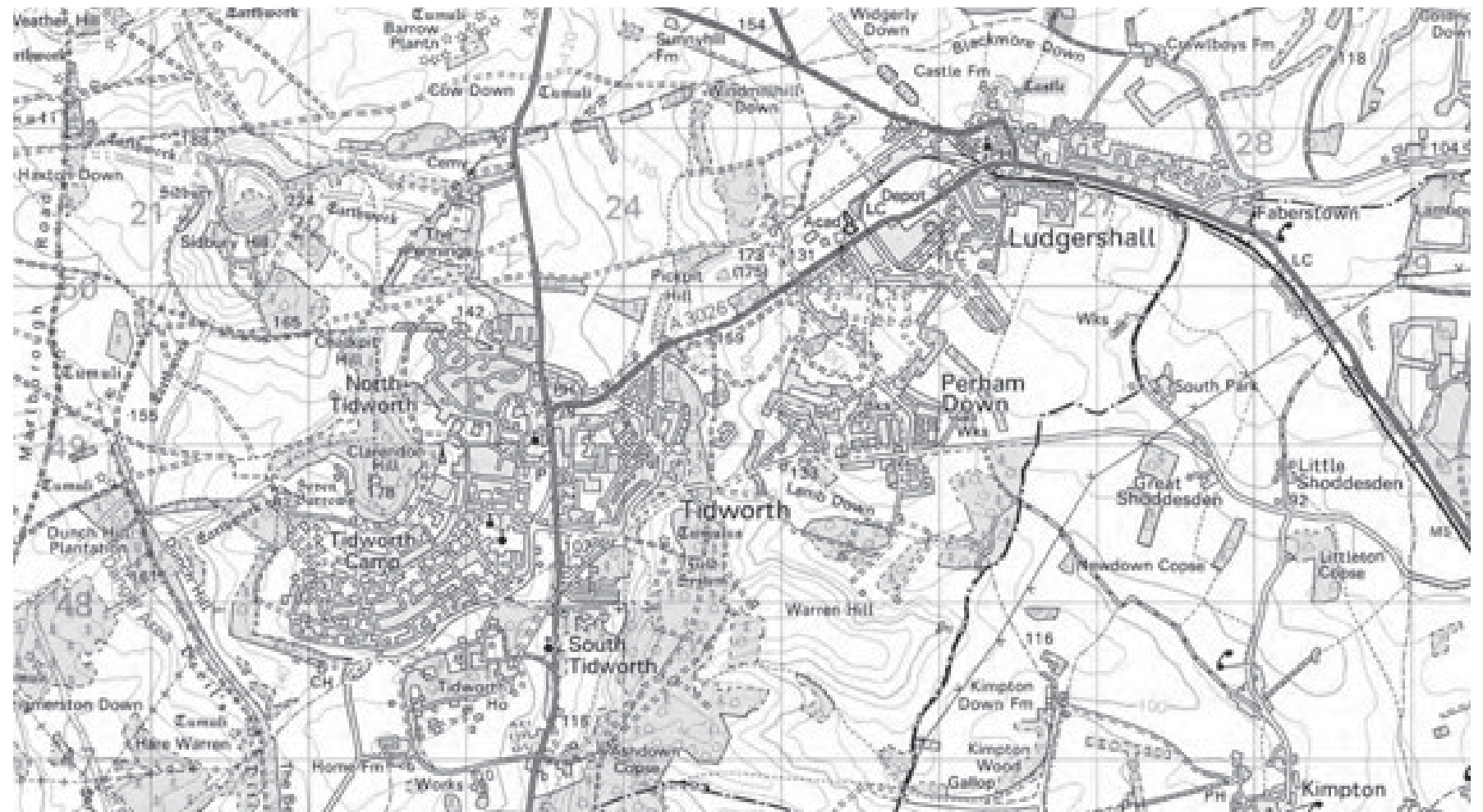
The principal issues that required addressing for a development were:

- Proximity of northern sites to the military transit route and the need to provide a buffer for noise and vibration;
- Landscape sensitivity and impact on the special landscape area to the north of Tidworth;
- Archaeological features;
- Access to the northern sites and connectivity into local facilities;
- An increase in the region of c.400 plus dwellings in Tidworth and Ludgershall would require expansion of the Wellington Academy beyond a maximum tolerable size of c.2000 pupils; and
- Site T12 is being developed by the Army for community facilities.

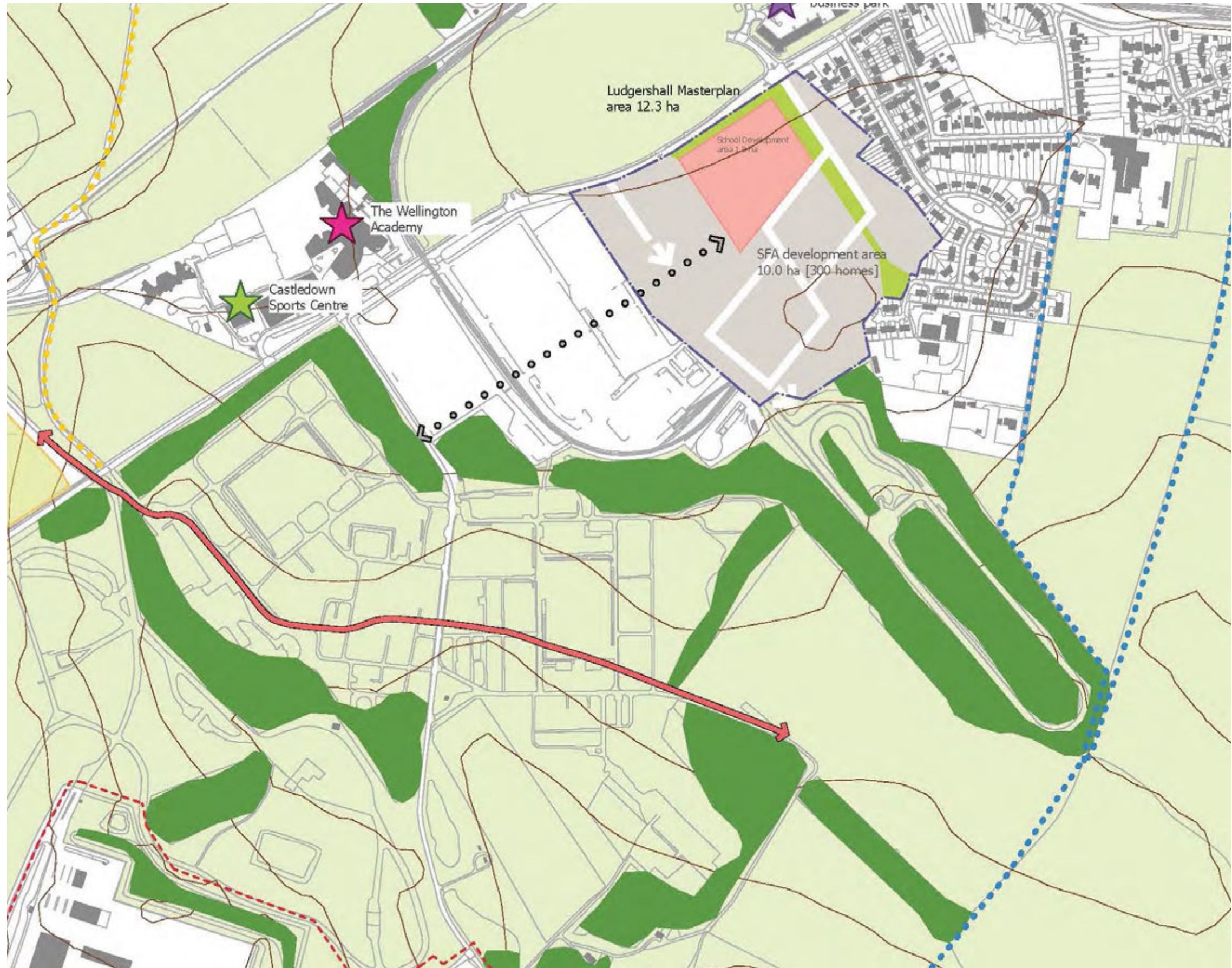
The majority of the preferred and potential sites are all located on the north edge of Tidworth, to the south of the military transit route and around the existing primary school.

The adjacent military transit route, character of the surrounding landscape and proximity to the special landscape area together with the challenge of providing a safe and viable road access economically, severely constrains the use of this land for SFA development.

Although initial studies indicated that the area may be able to accommodate about 175 houses, due to the above constraints and the proximity of more suitable land for development at Ludgershall, the 100 SFA, originally identified to serve the Tidworth Barracks as part of the total of the 200 required will be provided in Ludgershall. The balance of 100 houses of the 200 required will be purchased on the the Riverbourne Fields development.



Above: Map showing relationship between Tidworth and Ludgershall



Ludgershall - Proposed development plan

- Key**
- Development boundary
 - Existing woodland
 - Existing hedges
 - Developed areas
 - Undeveloped areas
 - Footpaths
 - Potential footpath and cycle link
 - Proposed Cycleway
 - Conservation area
 - Development block
 - Main vehicular route
 - POS
 - Landscape buffer
 - Retained MoD military transit
 - Schools
 - Leisure or Sports Centre
 - Health facilities
 - Public house
 - Local centre

4.5 Ludgershall

The principal issues to be addressed by the proposed development are:

- The Army potentially require an area of land on sites PL12 and PL13 for Deep Storage of the Training Fleet close to the rail network, which will reduce the land availability. This will, however, be offset by the release of Corunna Barracks for development;
- Potential contamination from previous use on Corunna Barracks;
- The availability of land in Corunna Barracks will be phased, to enable the existing SLA to be retained until the new SLA within the garrison is provided;
- Potential impact on Ludgershall Castle from development on PL18;
- Relationship with existing woodland and potential ecological interests;
- An increase in the region of c.400 plus dwellings in Tidworth/Ludgershall would require expansion of Wellington Academy beyond a maximum tolerable size of c.2000 pupils; and
- Potential conflict with military transit route across the sites.

Ludgershall proposals plan identifies site land at Corunna Barracks for 300 SFA together with land for a new primary school, public open space and local facilities. The new SFA has been located as close as possible to the existing housing in Ludgershall to enable improved connectivity and community

integration. This site can provide for the SFA requirements for the Tidworth and Perham Down Camps.

4.6 Summary

These proposals for new SFA follow a clear strategy for the delivery of the SFA military housing on Salisbury Plain that is entirely consistent with Wiltshire Council’s Core Strategy and its objectives to create balanced communities that are in sustainable locations where the relationship between living and working is as close as possible.

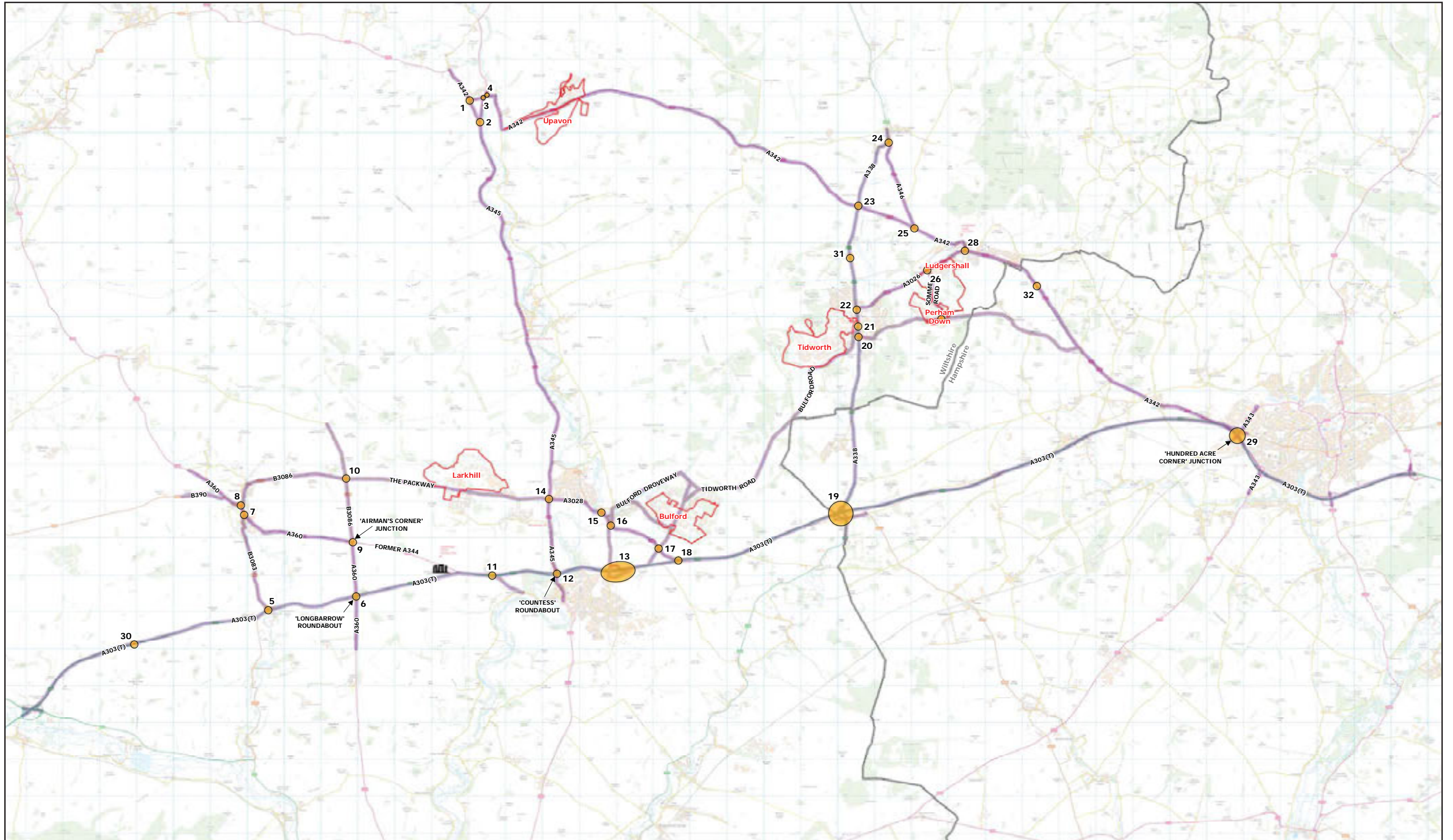
The proposals for Salisbury Plain provide a unique opportunity to balance the military and civilian communities.



Above: Aerial image of Ludgershall

The integration of both the existing and incoming military communities with the existing civilian population is a key component underpinning the Army Basing proposals, whilst recognising the advantages of locating service personnel close to their places of work. The scale of incoming personnel at Larkhill is especially recognised as an opportunity to reinvigorate existing communities. It provides potential for the greater viability of existing and new commercial services. Moreover, the civilian settlement at Durrington will benefit from the sharing of open spaces for informal recreation and the potential shared use of new facilities where feasible. Cycle paths will improve connectivity between all communities and new primary schools should provide a focus for wider community interaction.

Location	SFA Units	Site
Larkhill	540	Site L17a plus land to north Stonehenge Golf Centre.
Bulford	277	Part of site B19 for SFA (officers) and parts of B6, 9, 23 and 30 for the remaining SFA. Includes 36 SFA to replace existing stock in Bulford
Tidworth	0 100	No site allocated for new SFA To be purchased from market
Ludgershall	300	Part of Corunna Barracks
Totals	1217	



OTA study area and traffic survey locations

5 Transport and Movement



Above: Image of bus stop opposite the new Canadian Estate development

5.1 Introduction

An Outline Transport Assessment (OTA) has been prepared in support of the Masterplan. It examines transport implications at a 'high level' and identifies the new/improved strategic transport infrastructure required to mitigate transport impacts due to the rebasing.

The OTA should be read in conjunction with the accompanying Framework Travel Plan (FTP) which sets out the strategies and measures that will be introduced to influence modal choice with a view to reducing dependency upon the private car for all journeys associated with the rebasing proposals, thereby helping to minimise traffic impacts on local roads in accordance with Wiltshire Core Strategy Objective 3.

Separate, site-specific Transport Assessments derived from and enhancing the information in the Outline will follow at the planning application stage in support of the development proposals for individual sites. These will identify the new/improved transport infrastructure required to effectively integrate each site into its immediate surroundings. They will also specifically address the key concerns of the local councils received following their review of the OTA and FTP during the May comment period.

Key Issues/Concerns Raised By Local Councils to be addressed prior to planning application submissions:

- Reducing the speed limit on the A3026
- Use of Salisbury Road to the south of Bulford

- Safe access to/from the proposed new SFA at Bulford
- Safe access to/from the proposed new SFA at Larkhill
- The Ram Public House junction in Tidworth
- Request to amend access arrangement to Tidworth Barracks
- Cycle path linking Ludgershall to Larkhill
- Road improvements within Tidworth
- Military use of public roads
- Safety at Rollestone Crossroads

5.2 Impact on the Road Network

In order to assess the transport implications of ABP, the following elements of the proposals have been factored into the traffic flow calculations:

- Proposed New SFA
- Proposed Development at Garrison Sites
- Construction Traffic

The traffic effect of the proposed development has been assessed at the following junctions:

- A3026 Tidworth Road/A342 High Street/A342 Andover Road
- A3026 Tidworth Road/Somme Road
- Somme Road/Station Road
- A338 Pennings Road/A3026 Ludgershall Road
- A338/St. Andrew's Road
- A338/Ordnance Road
- A338 Pennings Road/Meerut Road

- A338 Park Road/Station Road
- A303(T)/A338
- A303(T)/A3028 Double Hedges
- A303(T)/Amesbury Road
- A303(T)/Salisbury Road/Porton Road
- A3028 High Street/Salisbury Road/Double Hedges
- A3028 High Street/Orchard End
- A345 Countess Road/A3028 Larkhill Road/The Packway
- A303(T)/A345 'Countess Roundabout'
- B3086/The Packway

The calculations in the OTA assume no traffic flow reductions to take into account sustainable travel strategies and can therefore be considered to represent a 'worst case' assessment.

The rebasing will not materially change existing traffic flows on the single carriageway section of the A303(T) past Stonehenge, or contribute towards any existing 'rat running' issues through local villages.

5.3 Transport Mitigation

Potential highway improvements have been identified at 8 junctions on the County highway network (7 in Wiltshire, 1 in Hampshire) and schemes have been indicated in preliminary form within the OTA. The junctions are as follows:

- Junction 13D - Porton Road/ Solstice Park Ave/London Road
- Junction 14 - A345 Countess Road/A3028 Larkhill Road/ The Packway
- Junction 15 - A3028 High Street/Orchard End
- Junction 16 - A3028 High Street/Salisbury Road/Double Hedges
- Junction 19A - A303(T)/A338 (priority junction onto A338)
- Junction 20 - A338 Park Road/Station Road
- Junction 21 - A338 Pennings Road/Meerut Road
- Junction 22 - A338 Pennings Road/A3026 Ludgershall Road

No improvements are required to junctions on the A303 Trunk Road.

The deliverability of all the potential junction improvements is subject to detailed design and confirmation of the location of the highway boundary at each location. Physical improvements may not be required at all 8 junctions if an

effective package of sustainable travel measures can be introduced, as outlined in the FTP.

Further highway improvements may be required at junctions not yet assessed (e.g. the existing mini roundabouts on the A338 in Tidworth). These will be addressed as part of the site-specific Transport Assessments that will follow at the planning application stage.

Subject to delivery of the identified junction improvement schemes, in conjunction with a strategy to reduce dependency upon the private car for all journeys associated with the rebasing proposals, it is considered that the Masterplan proposals are therefore acceptable on transport grounds.



Above: Image of upgraded road network at Durrington

5.4 Sustainable Transport Infrastructure

A Framework Travel Plan (FTP) has been produced to accord with guidance provided in relevant national and local policy documents. It sets out the site strategies and measures that will be introduced to influence modal choice with a view to reducing dependency upon the private car for all journeys associated with the rebasing proposals.

The FTP has the following broad aims:

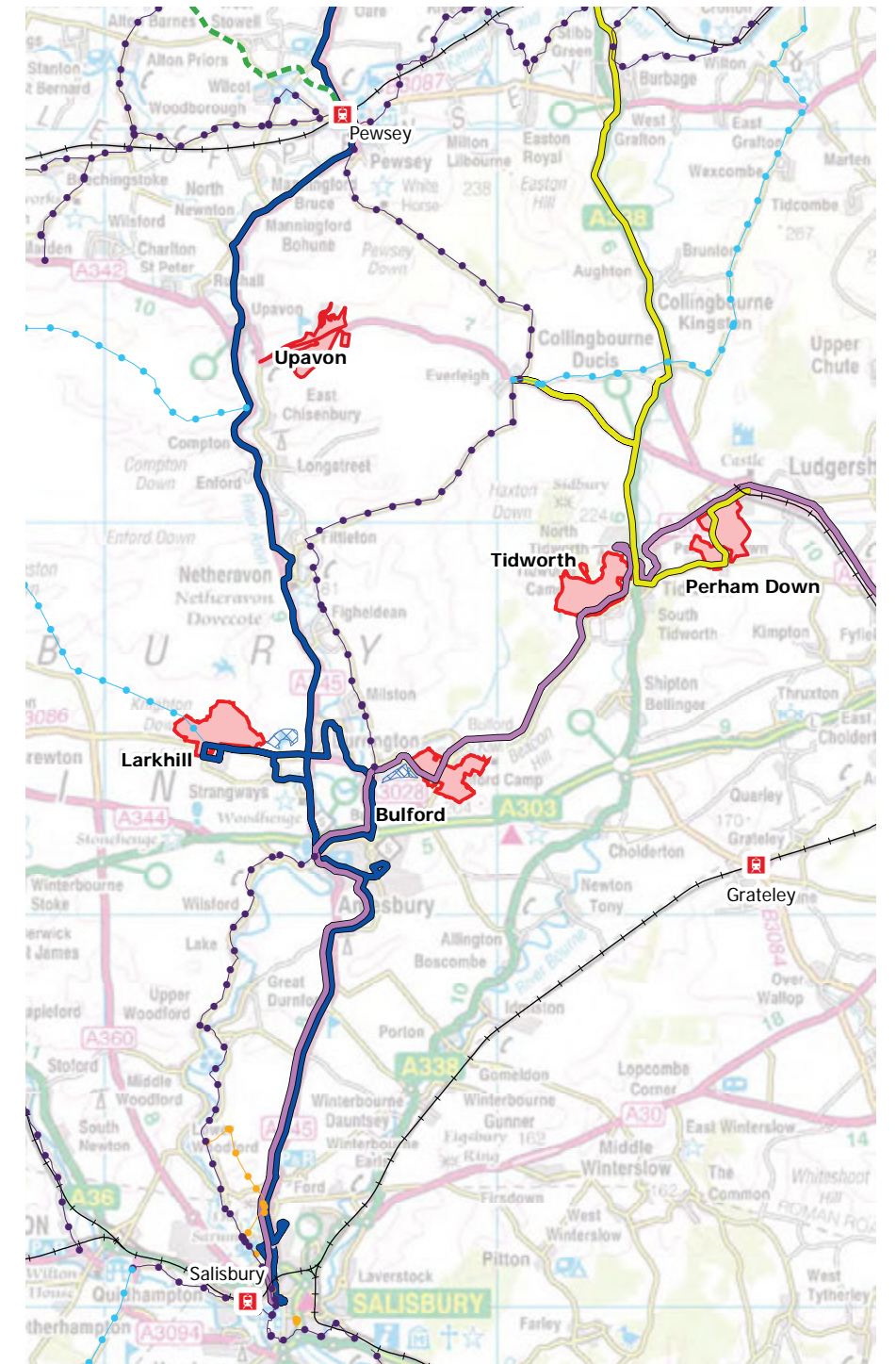
- Encourage the use of alternative modes of transport to the private car and to better manage private car usage in order to reduce environmental impacts for all journeys associated with the rebasing proposals;
- To deliver long-term commitment to changing travel habits by minimising the percentage of single occupancy car journeys associated with the rebasing proposals and maximising the proportion of trips made by public transport, by car share, on foot and by cycle;
- Identify and achieve the support of stakeholders for the FTP, and set in place the foundations and culture for a sustainable transport policy, which will develop and grow with time;
- To educate people regarding the health benefits of walking and cycling;
- To seek to reduce traffic generated by the rebasing proposals to a significantly lower level of car trips than would be predicted without the implementation of a Travel Plan; and
- Promote healthy lifestyles and vibrant communities.

Site specific Travel Plans will be developed and agreed with Wiltshire Council through the planning application process. A number of possible measures have been put forward in the FTP to encourage the use of sustainable modes and to ensure people have sufficient information to make an informed choice on their mode of travel.

The preliminary target for military employees travelling to work is for an average reduction in single-occupancy peak hour car trips of 10% over 5 years across all military employment sites in the SPTA (subject to the findings of baseline travel surveys). This will be achieved by increasing walking, cycling and public transport usage.

Success of the Travel Plan process will require 'buy in' from the army at a senior level and it is recommended that a suitably senior officer assumes overall responsibility for the FTP and nominates a Travel Plan Coordinator (TPC) for each site. It will be critical to the success of the Travel Plan that the TPCs are seen as enthusiastic exponents of the Travel Plan process.













The package of potential measures outlined in the FTP is considered to be robust and appropriate to the development proposals and is expected to reduce forecast development traffic flows. Some of the potential measures would also apply to existing traffic on the local highway network (e.g. trips associated with existing SFA and barrack sites in the study area) and could help to reduce 'background' traffic flows, to the benefit of the network operation. The Framework Travel Plan is therefore considered suitable to support the Masterplan.

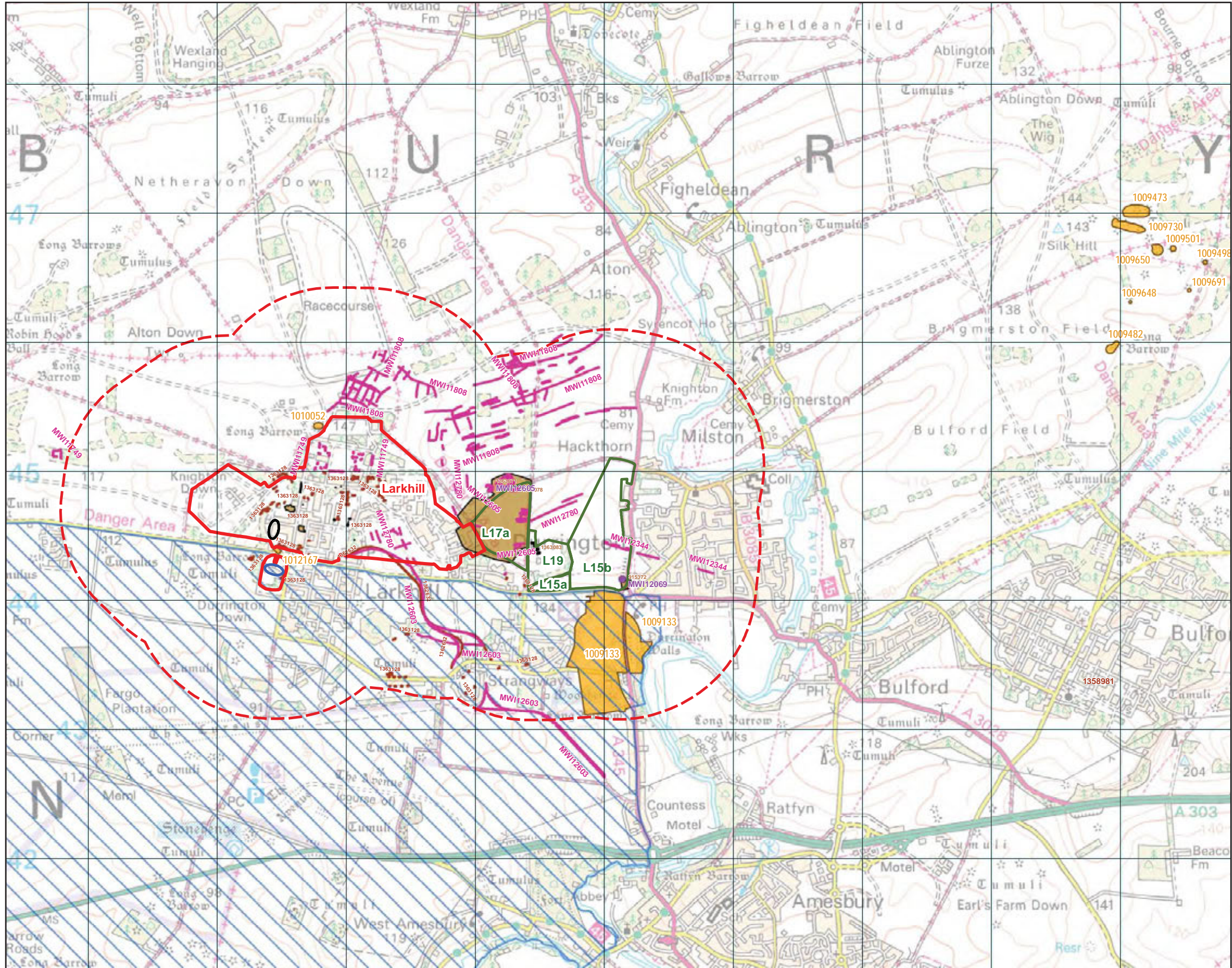


Existing Cycle routes, Bus services and Rail station locations

Larkhill - Potential heritage impact

Legend

-  Garrison
-  SFA Site
-  1km Buffer
-  HER Monument Point
-  HER Monument Line
-  HER Monument Polygon
-  EHA AMIE Monument Line
-  EHA AMIE Monument Polygon
-  World Heritage Site
-  Scheduled Monument
-  WA119
-  WA120



6 Cultural Heritage

6.1 Introduction

DIO has inherited many of its historic environment sites, including the pre-historic archaeology on Salisbury Plain. As the guardian for these important assets, DIO is responsible for their stewardship.

It is DIO policy to sustainably manage and continually improve the estate, including the heritage assets. Heritage plays an important role in improving the quality of life for those who work and live on the estate and its role is recognised in enhancing the ethos of the services. As a government department, the MOD has a duty to be an exemplar in the management of its historic estate and DIO has adopted the DCMS Protocol for the Care of the Government Historic Estate.

6.2 Assessment

The OEA accompanying this Masterplan includes an outline appraisal of the known cultural heritage assets, comprising archaeology, built heritage and the historic landscape, within the various sites that form part of the Army Basing Programme on Salisbury Plain and their study areas. The OEA:

- sets out the relevant legislation and policy, including government duties and English Heritage guidance;
- reviews baseline conditions for each of the camps and the training estate features. This includes a history of the camp and lists of the heritage assets with the potential to be impacted by the proposed developments ('within the

wire', the SFA and the wider training area) including their value in heritage terms;

- describes the historic landscape character of SPTA;
- reviews the potential impacts of proposed developments on heritage assets ('within the wire', the SFA and the wider training area);
- recommends a programme of archaeological evaluation to focus potential mitigation measures and provides initial mitigation measures;
- will assess the residual impacts on the cultural heritage assets;
- provides commentary of the cumulative effects of the proposed development ('within the wire', the SFA and the wider training area) on SPTA; and
- includes a summary of the outline appraisal.

As noted above desk based assessments have been conducted on all preferred site options. Some of the sites have potential for military archaeology. Further assessment works will be undertaken at planning application stage. Such field evaluation will include geophysical survey and if required, evaluation trial trenching.

If archaeological deposits are discovered as part of the evaluation process it may be necessary to undertake further mitigation work such as excavation as a condition on any consent granted. If sites are discovered that are considered of national significance it may be necessary for them to be preserved in situ and the Masterplan may need to be modified to take this into account.

6.3 Consultation

The early engagement of key stakeholders was particularly important due to the sensitive environmental context of Salisbury Plain which is characterised by a high number of designated heritage sites. Full details of the consultation process are set out in the Statement of Community Involvement (SCI) which accompanies this Masterplan.

DIO has been liaising with English Heritage and Wiltshire Council throughout the process of developing the Masterplan and the OEA. These bodies provided a detailed response following each stage of SFA site selection which, together with responses from the local community has helped refine sites proposed in the Masterplan. English Heritage have made a general comment on 'within the wire' development; their position will start from these areas being an existing campus development.

Overall proposed development will be sensitive to heritage assets, including their settings, and key considerations have been taken into account as part of the Masterplan formulation which is noted in the next section. There is still a body of assessment and mitigation work which will form part of the planning applications for each proposed development.

6.4 Camp Issues

Larkhill

The strongest weight has been given to the Outstanding Universal Value of the Stonehenge World Heritage Site and its component monuments. At Larkhill no substantial development has been proposed on sites south of the Packway within the WHS or in proximity to scheduled monuments. Every effort will be made to minimise visual impact of new development on the WHS and other designated assets.

The local community supported SFA to be delivered south of the Packway. However, after careful consideration, DIO judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. To achieve successful delivery of the development within available timescales, DIO has decided to develop SFA in an alternative site, north of the Packway.

English Heritage has not raised any issues over expansion on existing site of the Medical and Dental facility south of the Packway and a review of these works would be carried out as part of the planning process once the detail of the proposed development is confirmed. English Heritage will resist any expansion of the existing Sewage Treatment Works (STW), particularly above ground as it is in full view of Stonehenge, and would prefer to see it removed completely. The STW is adjacent to the Cursus Scheduled Monument.

The proposed development will not have an impact on the sun gap view from Stonehenge at Larkhill. A series of desk-based assessments, site surveys and visual studies have been carried out to document the affect of proposed development.

For the proposed SFA site north of the Packway English Heritage and Wilts Council's Heritage Officers are content with the visual studies provided and agree the site cannot be seen from either Stonehenge or the Durrington Walls areas.

Further analysis required includes:

- the conclusion of the assessment study for the Sewage Treatment Works to the south of Larkhill;
- 'within the wire' a further assessment is required to determine the impact of the proposed works, such as the Messes & SLA, on the setting of the WHS and the mitigation required. This will include testing the intervisibility of the proposed works with the WHS;
- archaeological evaluation and fieldwork for the new SFA site; and
- building assessment and/or recording.

Bulford

None of the sites proposed for development are in the Bulford Conservation Area, located to the west of the camp, within which are a number of listed buildings. The sites that were have been excluded as part of the selection process for the sites.










For the SFA at Bulford English Heritage and Wilts Council's Heritage Officers are content with landscape views around SFA being provided as part of planning application stage. The individual barrow site settings can be negotiated during the planning process as they are not as critical as the WHS. The works within the Camp can be similarly addressed at planning application stage.

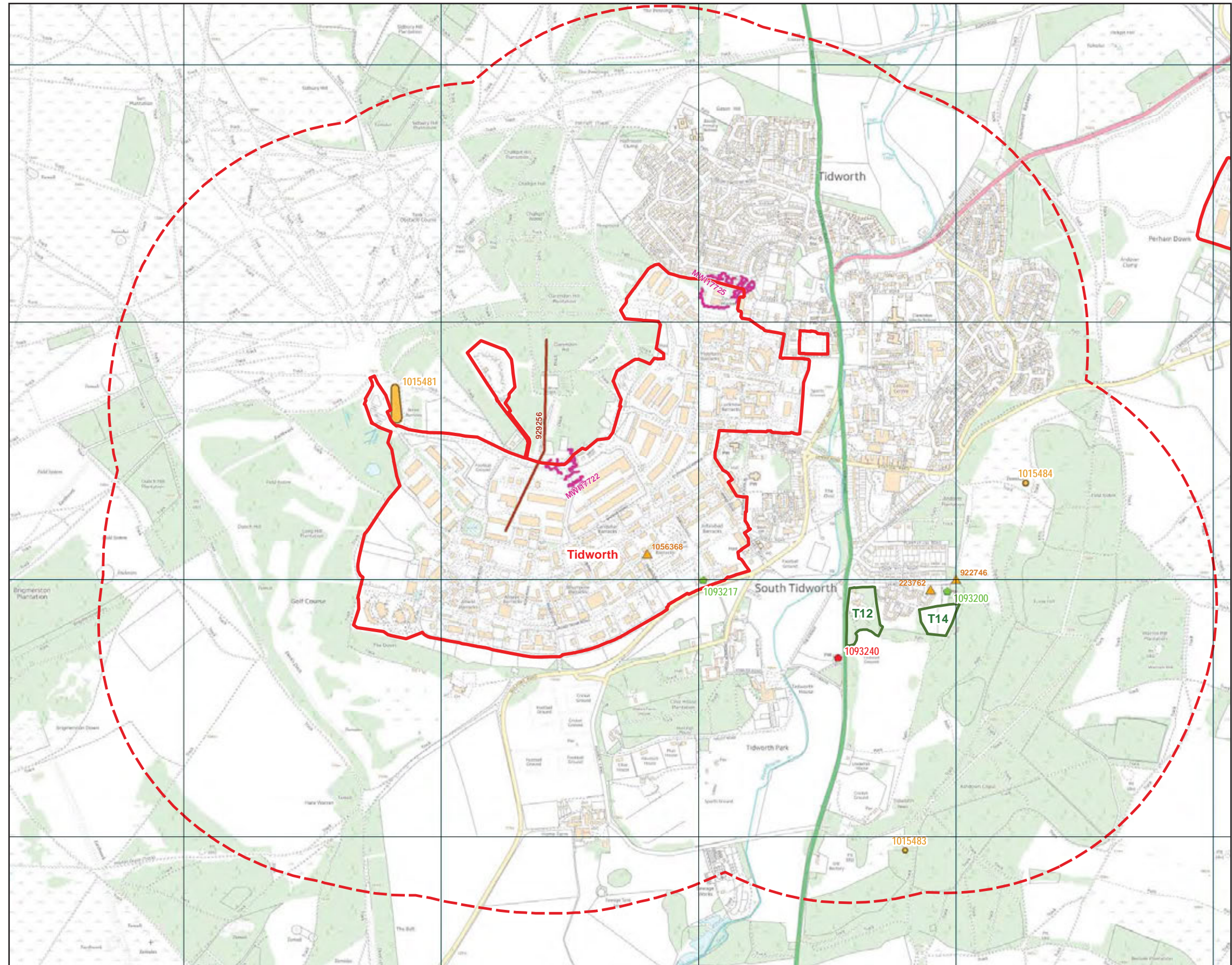
Further analysis required includes:

- 'within the wire' a further assessment is required to determine the impact of the relocated fence on the setting of the adjacent heritage assets;
- a programme of building recording to be undertaken prior to the refurbishment and demolition of any buildings of historic value;
- a further assessment and visualisation of new SFA site to determine the impact on the adjacent heritage assets and the mitigation required. This is particularly important for the barrow cemetery south of the A3028, Double Hedges; and
- archaeological evaluation and fieldwork for the new SFA site and works 'within the wire'.

Tidworth - Potential heritage impact

Legend

-  Garrison
-  SFA Site
-  1km Buffer
-  HER Monument Line
-  EHA AMIE Monument Point
-  EHA AMIE Monument Line
- Listed Building**
- Grade**
-  I
-  II
-  Scheduled Monument



Tidworth

For the Masterplan there are no SFA sites proposed; the SFA for Tidworth has been relocated to the sites in Ludgershall.

Further analysis required includes:

- a programme of archaeological fieldwork and building recording 'within the wire' of the camp. This is to address the setting of technical buildings near heritage sites as part of the planning application stage; and
- a further assessment and visualisation of 'within the wire' works to determine the impact on the adjacent heritage assets and the mitigation required. This is particularly important for Seven Barrows cemetery.

Perham Down/Ludgershall

No development will take place that will affect the setting of Ludgershall Castle.

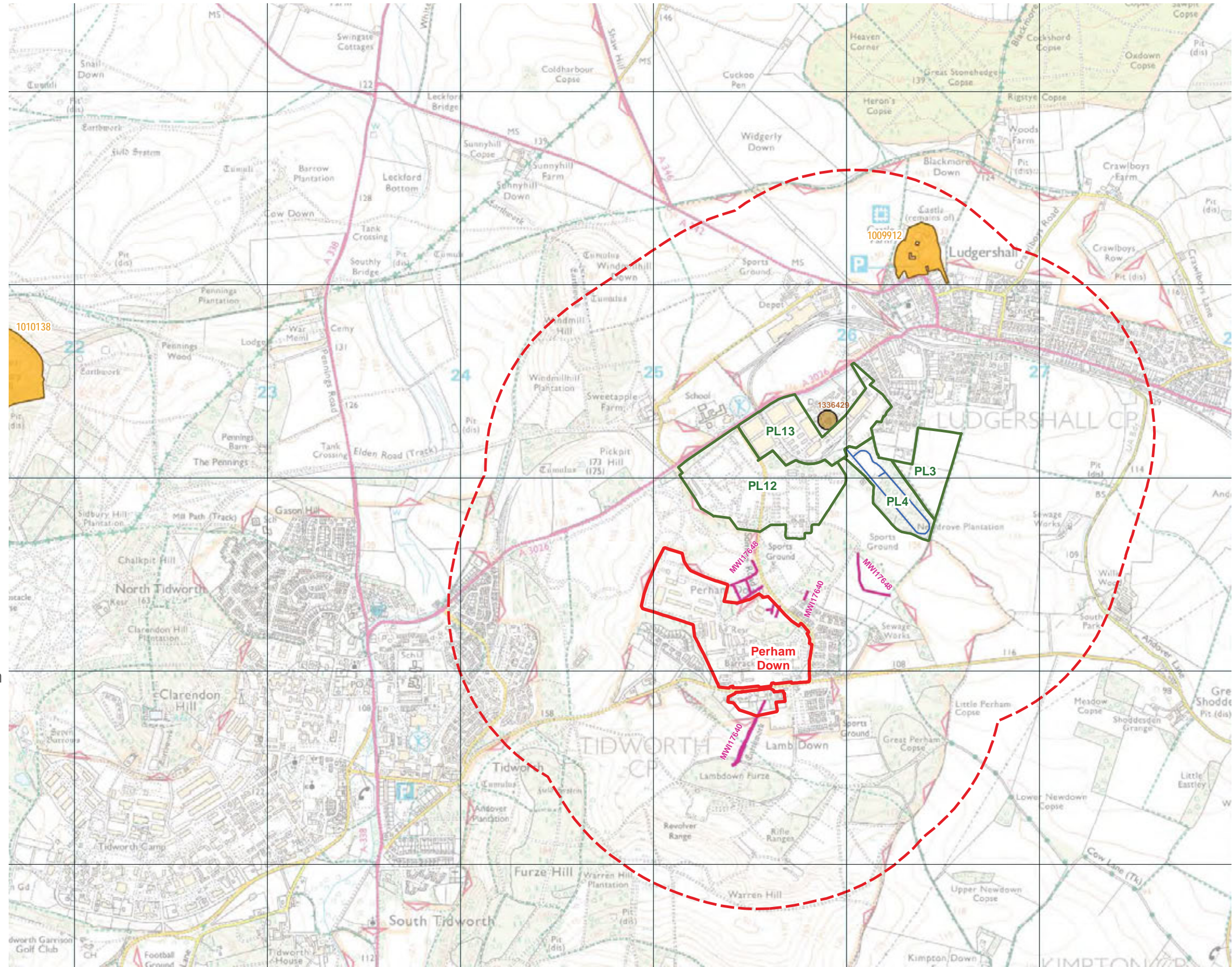
Further analysis required includes:

- a programme of archaeological fieldwork and building recording 'within the wire' of the camp. This is to address the setting of technical buildings near heritage sites as part of the planning application stage; and
- a targeted archaeological evaluation in Ludgershall will be required for the Corunna barracks site, proposed for the SFA development as part of the planning application stage. This will include an internal inspection of the buildings in particular the WWII American vehicle sheds and the smaller transport sheds adjacent to the railway line.

Upavon

No SFA development at the Upavon camp, only 'within the wire'. Further analysis required includes:

- a review of the location two Senior Ranks SLA buildings opposite the Grade II listed Avon Club;
- a design review of the two Officers SLA block in the south-west quadrant of the garrison; and
- review of the refurbishment of buildings of historic interest, either designated or non-designated, to identify potential impacts upon the heritage resource and potential major adverse effects. Following this, a programme of building recording may be required prior to any alteration.



Ludgershall - Potential heritage impact

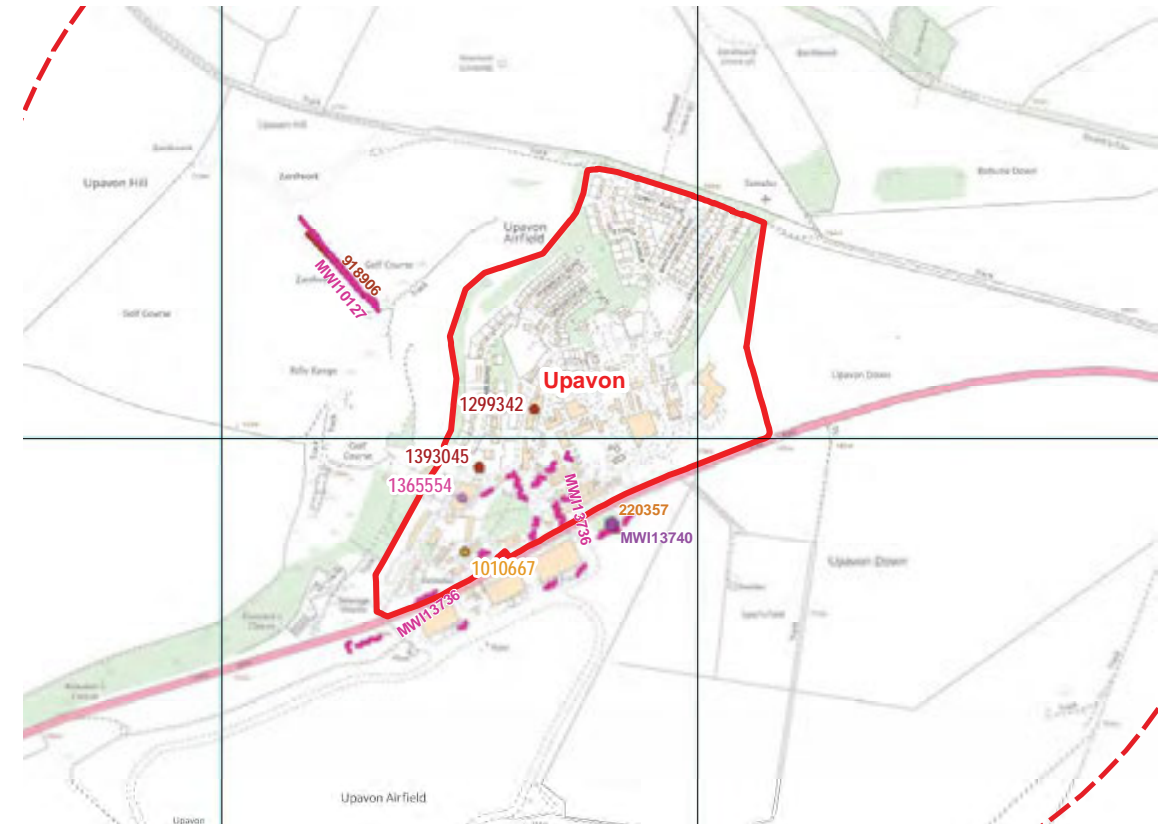
Legend

- Garrison
- SFA Site
- 1km Buffer
- HER Monument Line
- EHA AMIE Monument Polygon
- Scheduled Monument
- Test Drive Track

6.5 Training Issues

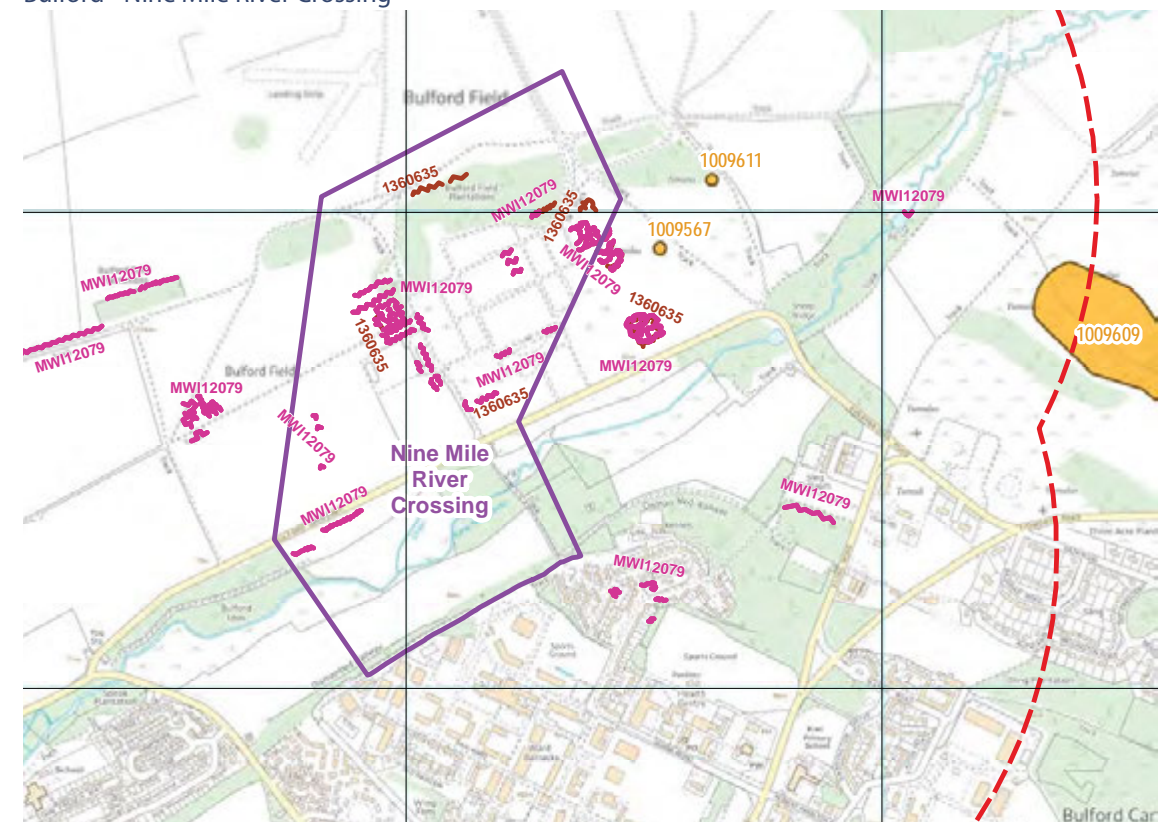
For the ETR Bulford, IBSR, Nine Mile River Crossing, Complex Manoeuvre Environment, Copehill Down, Berril Valley and Imber a programme of photogrammetry survey has been undertaken.

Further analysis required includes a programme of geophysical survey followed by trial trenching where necessary as part of the next stage of works. This will be undertaken in areas where there has been relatively low previous development.



Upavon - Potential heritage impact

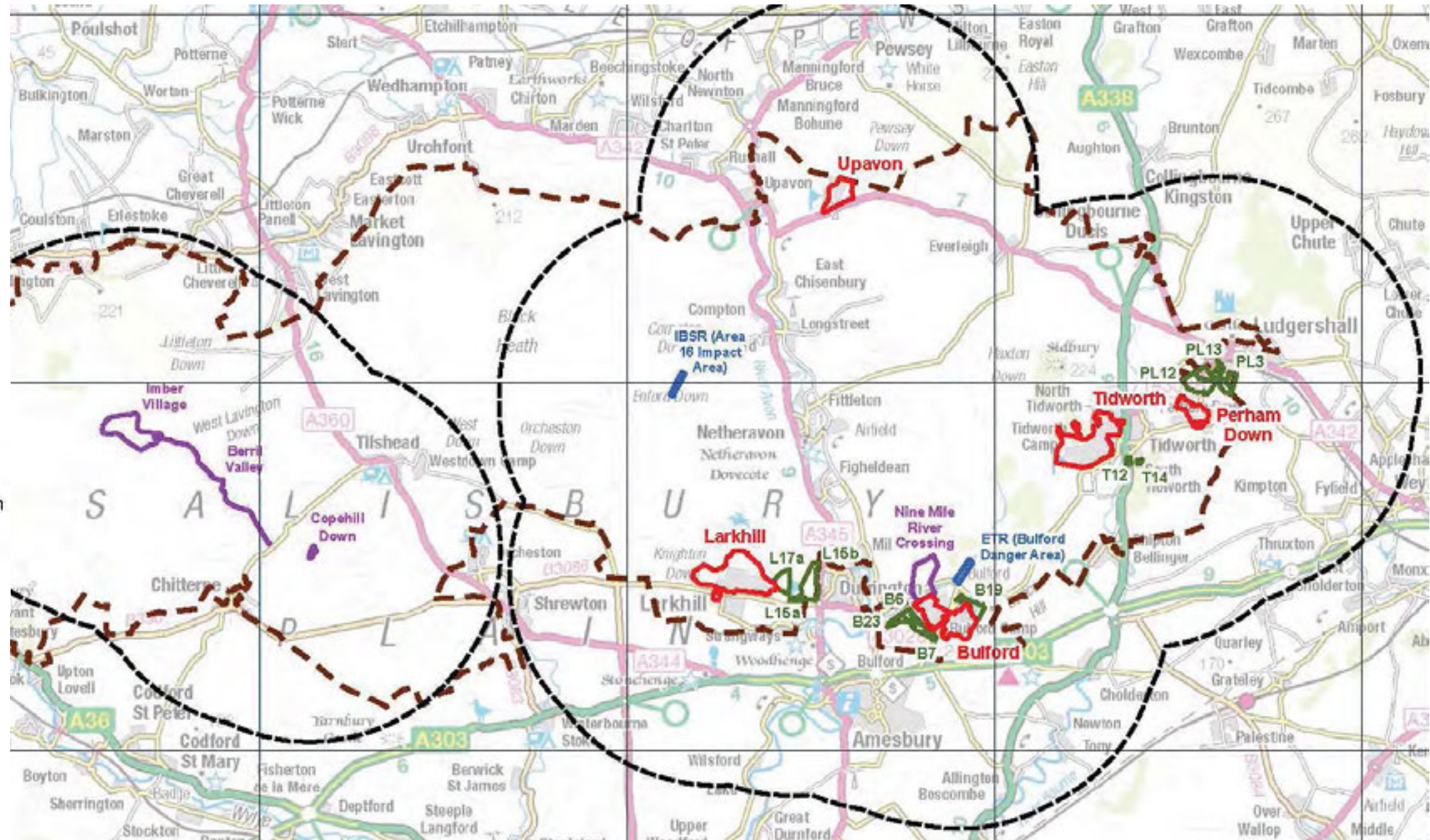
Bulford - Nine Mile River Crossing



Training Area Plan from OEA

Legend

- Garrison
- SFA Site
- Indicative Training Area
- Proposed New Range Location
- MOD Salisbury Plain Training Area
- Study Areas (5km Radius)



7 Natural Environment



7.1 Introduction

As one of the UK's largest landowners, DIO has a major role to play in the conservation of the UK's natural resources. Stewardship of the estate means that the DIO has responsibility for some of the most unspoilt areas in Britain, the largest of which is SPTA. The OEA which accompanies this Masterplan notes the SPTA is "the largest surviving area of unimproved chalk downland in north-western Europe and is a protected habitat of international value". As a government department, the MOD is statutory obligated to protect the habitats and the species that they support.

7.2 Overarching Environmental Appraisal

The Overarching Environmental Appraisal (OEA) has undertaken a high level appraisal of a large number of sites; in the case of the development of Service Family Accommodation (SFA) sites and the camps, this has involved preliminary environmental assessment work to a level of detail which may be used to determine the likelihood of significant environmental effects. This approach has been adopted:

- to ensure that the site selection process, described in the Planning Context Report and underpinning the Masterplan, is appropriately informed and influenced by environmental considerations;
- to identify the need for further survey work or early mitigation;

- to provide a robust foundation for supporting future planning applications at each of the preferred sites; and
- to predict the likelihood of significant environmental effects at each of the sites, based on the information available.

Key elements of the OEA include assessments of:

- **Salisbury Plain Training Area and Surroundings:** Incorporating location, description and current land use, access, landscape character and topography, surface water features/groundwater and surrounding land use/settlements;
- **Ecology and Nature Conservation:** This considers the likely significant ecological impacts associated with the ABP and incorporates policy, legislation, methodology, record of survey activity, habitats and species for the SFA sites, camps and features of the training estate, water resources, mitigation and recommendations;
- **Cultural Heritage:** This is an important part of the natural environment and for the purpose of this Masterplan it is discussed in a stand-alone chapter of this report;
- **Soils, Groundwater and Surface Water:** This reports the findings of an assessment of the likely significant effects on soils, groundwater and surface water associated with the proposed developments; and
- **Landscape and Visual Impact:** This assesses the likely landscape and visual impacts of the areas proposed for development as part of the ABP in SPTA.

7.3 Consultation

DIO has been liaising closely with Wiltshire Council since mid 2012 to prepare and plan for the moves associated with the ABP. An Environment Sub Groups has been formed under the Army Basing Steering Group to address issues specific to environmental matters.

DIO and Wiltshire Council arranged workshops for statutory consultees, including the Environment Agency and Natural England. The first included an introduction to the Army Basing Programme, and a presentation of the initial areas of search for SFA sites. These initial areas excluded major development within designated sites and this is documented in detail in the Planning Context Report. Subsequent meetings with statutory consultees have been held through the Environmental Sub Group, supplemented by ad hoc meetings with individual statutory consultees as necessary.

7.4 Development

The development proposals are noted in Section 2 The Camps, Section 3 Training Estate and Section 4 Service Family Accommodation (SFA) of this Masterplan. Specific environmental issues are highlighted in this Masterplan alongside the proposed developments. The OEA also describes in detail the development, mitigation proposals and residual effects, and in particular the various developments on the Training Area that may have an impact on the River Avon Special Area of Conservation (SAC), the Salisbury Plain SAC and the Salisbury Plain Special Protection Area (SPA).

Key issues include:

- River Avon SAC and Salisbury Plain SAC;
- Salisbury Plain SPA;
- The landscape and visual impact of 540 SFA to the east of Larkhill Camp;
- Impact on calcareous grassland within Larkhill camp and site L17a;
- Landscape sensitivity and views of development site to the west of Bulford Camp from Double Hedges Road; and
- Potential ecological and landscape constraints related to the woodland on site B19.

The planning applications associated with each proposed development will provide the specific detail on how these environmental issues are resolved. This will include individual Habitat Regulation Assessments (HRA) building on the HRA carried out as part of the OEA (Section 18) with mitigation and

mitigation tracking for planning applications. Further survey work and study will be required prior to the application stage and the MOD will be working with Wiltshire Council and Natural England to ensure that all the issues are resolved or mitigated to an acceptable degree.

7.5 Summary

The work carried to date by DIO is to ensure the proposed development will continue to safeguard the natural environment. Specifically:

- Minimising visual impact of development from key vantage points;
- No major development within designated sites;
- Keeping the amount of habitat loss to a minimum, with re-provision in the vicinity where necessary;
- Provision of new open space to minimise pressure on Salisbury Plain; and
- Maintaining a separation between settlements and a suitable transition between man-made and natural landscapes.

8 Local Services and Facilities

8.1 Local Facilities and Amenities

The table below provides a breakdown of local amenities at each location, categorised by retail, public houses and community facilities. The table below is based on information contained in the OEA.

Current Local Facilities and Amenities

In terms of local amenities, Larkhill currently has limited provision. Bulford, Tidworth and Ludgershall all have a reasonable range of existing facilities.

8.2 Population and Age Profile

By 2020 there will be approximately 1,200 new Serviced Family Accommodation (SFA) units built at Salisbury Plain to house the incoming population. This will be in addition to 3,097 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 7,600 people.

In order to determine the resident population for the SFA units the calculations are based on a series of reasonable assumptions. It is assumed that there will be 1 military personnel per SLA and SFA. It is also assumed that there will be 1 spouse per SFA who is not employed by the military. In practice, there may well be a small number of single parent families, and so this figure could be a small over-estimate.

In recognition that exact numbers of military personnel and their dependants are not known and given that the child figures provide a snapshot of the current child population, it is recommended that a 10% margin of error both ways is applied for all calculations in this section where others wish to use the figures stated.

The table below details the net total of military personnel and their dependants that will be rebased within Salisbury Plain, taking into account the population that will be leaving Salisbury Plain. The child population data is interrogated in more detail on the following pages where the likely education requirements are assessed.

In terms of child population, data has been obtained from the MOD which provides a breakdown (by unit) of the current child population in bases in Germany and other parts of the UK to be relocated to Salisbury Plain. Whilst it is recognised that this data provides only a “snapshot” of the current situation, and that the exact population structure will change over time, this data allows the typical size of a military family to be examined. This assessment has been based upon an average of 1.7 military children per family.

	Larkhill	Bulford	Tidworth	Ludgershall	Upavon
Retail floorspace (within settlement)	Supermarket on The Packway	Supermarket on Salisbury Road	Three superstores on Station Road, Penning Road and Parkhouse Road	Shop at Andover Road	Shop on High Street
Community facilities (within 1km)	Larkhill Community Centre Larkhill Garrison Library	Bulford Army Library Beeches Community Centre Bulford Childrens Centre	Tidworth Community Centre Tidworth Library Tidworth Leisure Centre	Ludgershall Library Castledown Sports Centre	Old School Community Centre
Public Houses	The Packhorse Stonehenge Inn	Rose and Crown	The Ram Inn	The Crown Inn Queens Head	

8.3 Education

Based on MOD data, the table below 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.

Net Total Incoming Population by 2020

Accommodation	No. of Residential Units	Military Population	Spousal Population	Child Population	Total Population
SLA	3,097	3,097	0	0	3,097
SFA	1,181	1,181	1,181	2,134	4,496
Total	4,278	4,278	1,181	2,134	7,593

Net Incoming Family Population

Date	Children				Total
	Pre-school	Primary	Secondary	6th Form College	
2014	-36	+126	+41	+27	+158
2015	-169	-155	-97	-21	-442
2016	+16	+94	+46	+8	+164
2017+	+867	+942	+403	+43	+2,255
Total	+678	+1007	+393	+57	+2,134

Whilst parental preference is a factor in determining which school a child will attend, it is most likely that a child will attend a school that is close to where they live. The Community Facilities Plans at the end of this section illustrate the existing primary and secondary schools in the vicinity.

Having consulted Wiltshire Council, it is clear that there are issues in terms of education capacity in certain locations. For example, Larkhill primary school 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, without a new school. It is acknowledged that Wiltshire Council's preference for primary education in Larkhill is for the existing school to be retained and a new two-form entry school provided, accommodating the relocation of Figheledean Primary School. Ludgershall would require a new two form entry school to cater for the proposed 300 SFA. Indicative locations for new primary schools are illustrated in the Community Facility Plans.

With regard to secondary schools, concern has been raised about housing service families in the villages of Tidworth and Ludgershall as, depending on numbers, this may result in the need to expand Wellington Academy, which is not a preferred option of Wiltshire Council. A further, in-depth study of potential capacity for new school places in Salisbury Plain will be undertaken in order to assess the investment in supporting infrastructure required in association with the proposed SFA in the various locations indicated in the Masterplan. Wiltshire Council have requested that this study include requirements for future proofing secondary education facilities and the feasibility of the MoD providing additional land in the Tidworth area to accommodate further secondary age provision with associated playing fields.

8.4 Healthcare

Latest Ministry of Defence information suggests that “the majority of military dependants 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. 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.

Military employees have been discounted from the calculations as it is assumed that they would benefit from GP services within the wire. With regard to Table - Net Total Incoming Population by 2020, this leaves a spousal and child population of 3,315 which might require GP services.

Latest figures suggest that there is an average 1,471 population per GP in the UK (source: The NHS in Numbers, 2011). Based on information provided by the army, which confirms that typically, two-thirds of the military dependent population use civilian healthcare services, it is assumed that two-thirds of the 3,315 dependent population will require civilian GP services. This equates to 2,210 potential patients. Dividing this figure into the typical population per GP results in a demand for 1.50 GPs to support that population.

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 dependants within the wire, and so it is assumed that the full spousal and child population of 3,315 would require civilian dental care. Dividing this into the NHS average, results in a demand for 1.64 dental practitioners to support that population.

The first table below provides estimates of the population likely to require civilian medical care in each location. This figure has been calculated by applying the percentage of proposed SFA units at each location to the estimated dependent population. The number of GPs and dentists required for each location has also been calculated. It is evident from the table below that Larkhill will have the largest population requiring civilian medical care.

The second table sets out the number of GP surgeries and dental practices each location of the proposed SFA.

Required GPs and Dentists by Location

Location	Estimate population requiring civilian GP medical care (two-thirds of dependent population)	No. of GPs required to meet demand	Estimate population requiring civilian dental care (total dependent population)	No. of dentists required to meet demand
Larkhill	1017	0.69	1525	0.76
Bulford	486	0.33	729	0.36
Tidworth	177	0.12	265	0.13
Ludgershall	530	0.36	796	0.39
Total	2,210	1.50	3,315	1.64

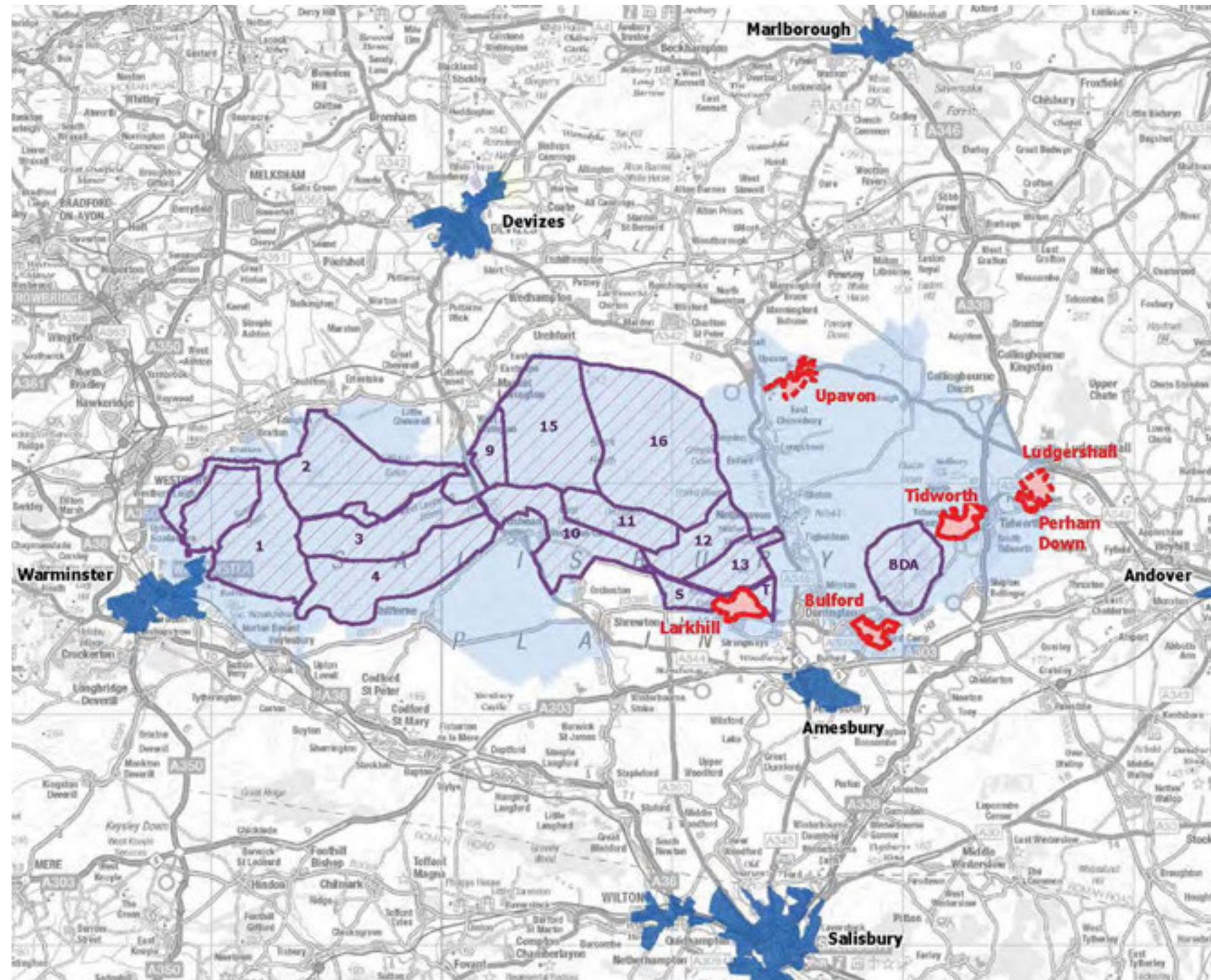
GP and Dental Practices by Location

Location	No. of GP Surgeries	Name of Surgery	No. of Dentists	Name of Practice
Larkhill	4	- Cross Plain Practice (Shrewton) - Barcroft Medical Practice - St Melor House Surgery - Amesbury Health Centre	2	- Amesbury Dental Care - Ivydene Dental Practice
Bulford	2	- Avon Valley Practice - Cross Plain Practice (Durrington)	2	- Amesbury Dental Care - Ivydene Dental Practice
Tidworth	2	- Bourne Valley Practice - The Castle Practice (Tidworth)	2	- Tidworth Dental Care - Whitecross Dental Care
Ludgershall	1	- The Castle Practice (Ludgershall)	3	- Tidworth Dental Care - Whitecross Dental Care - Redenham Park Dental Practice

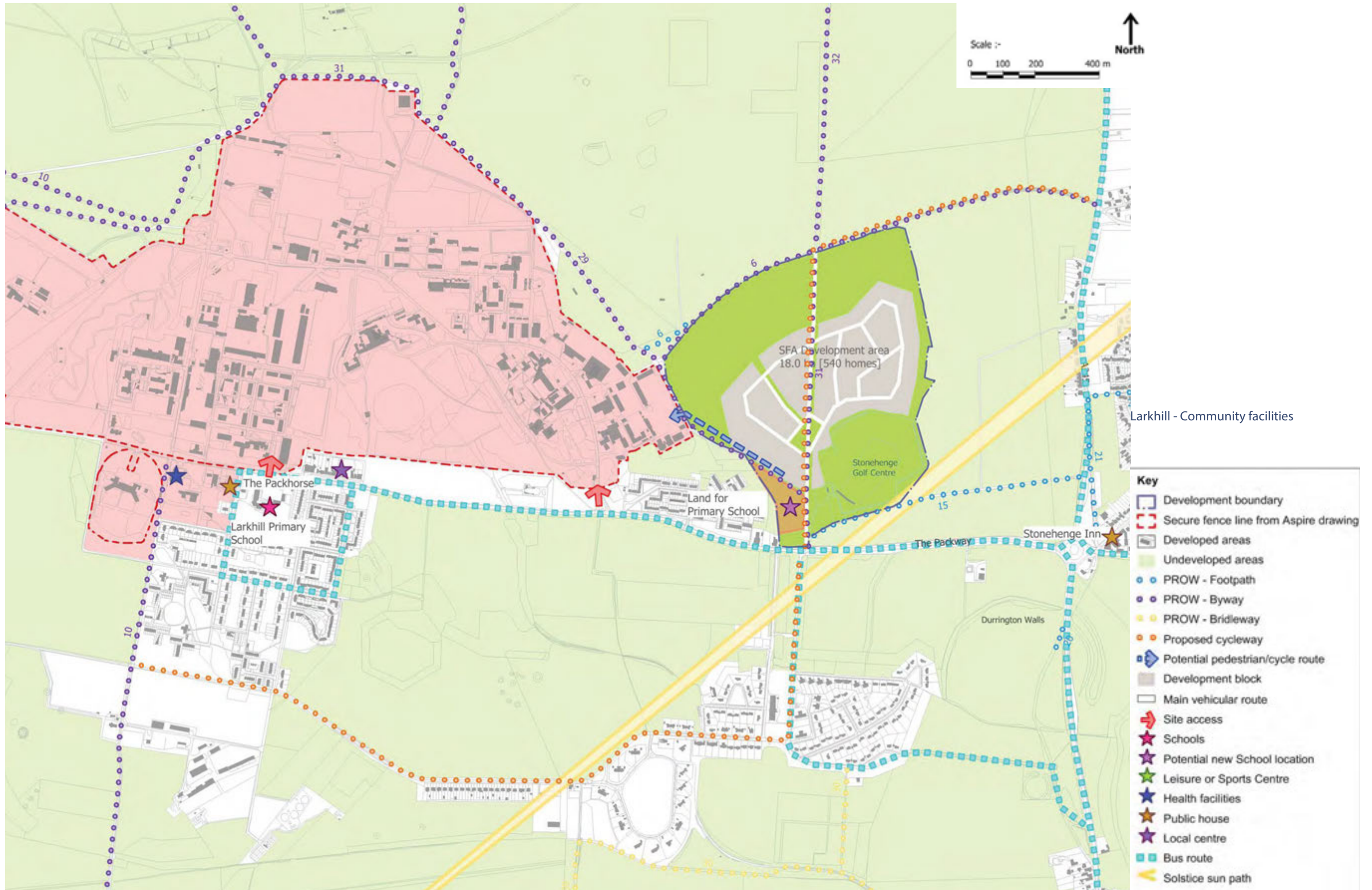
8.5 Employment

DIO will work with Wiltshire Council to identify opportunities to support the 'Strategic Economic Plan' (SEP) initiatives by the Swindon and Wiltshire Local Enterprise Partnership (LEP). Opportunities could include creating new employment space, and MoD providing land to facilitate incubation (start-up) facilities and small enterprises. An example of existing development is the Castledown Business Centre at Ludgershall and Wiltshire Council have aspirations for a similar development in the Larkhill area.

The Swindon & Wiltshire City Deal aims to improve the skills of local workforce and identify where appropriate economic growth can develop, including on redundant military sites. The SEP will investigate unlocking the economic potential of areas with military presence by utilising the skills of military personnel, and a large number of the incoming spouses, to support business growth and by bringing military sites that have been declared surplus into use.

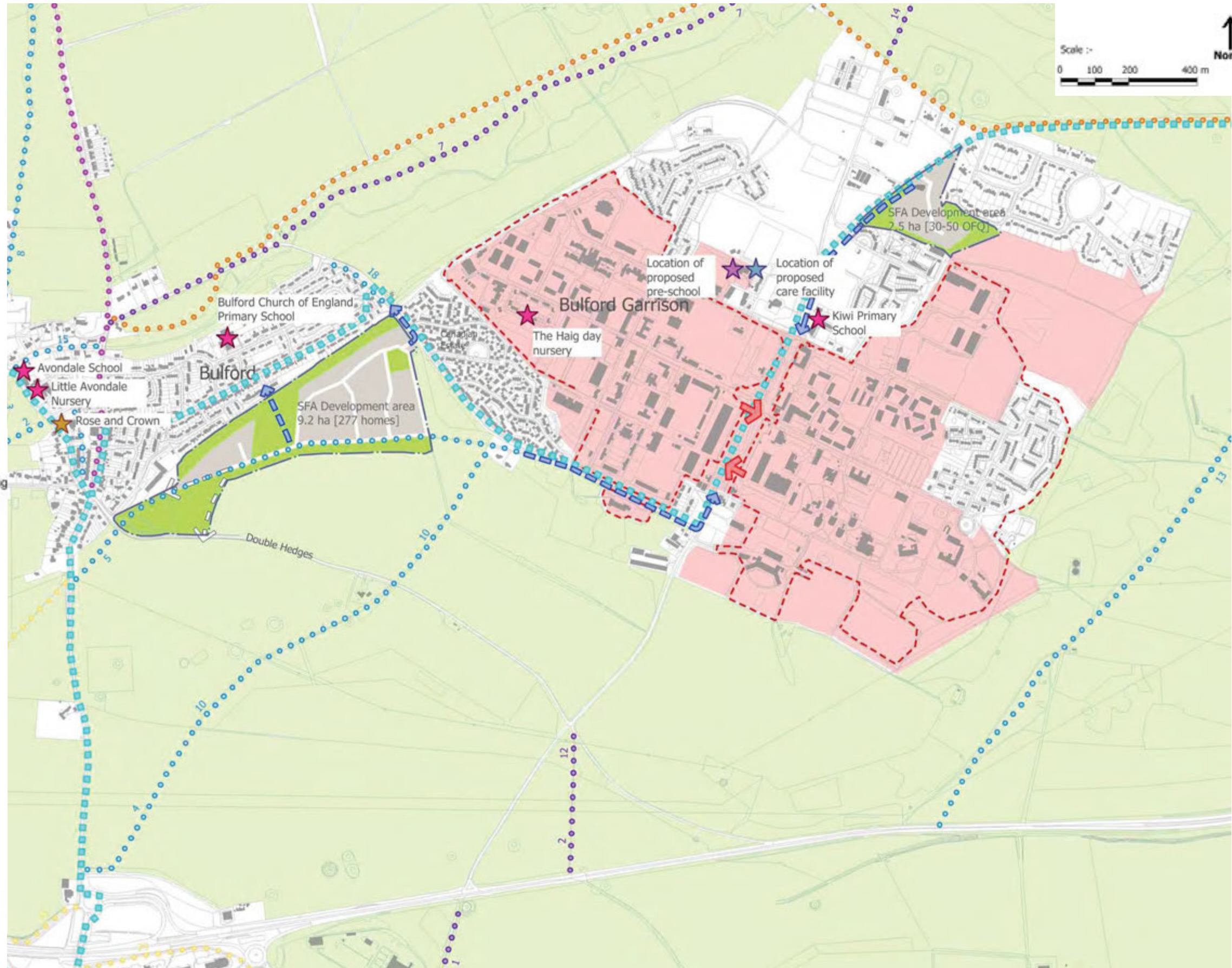


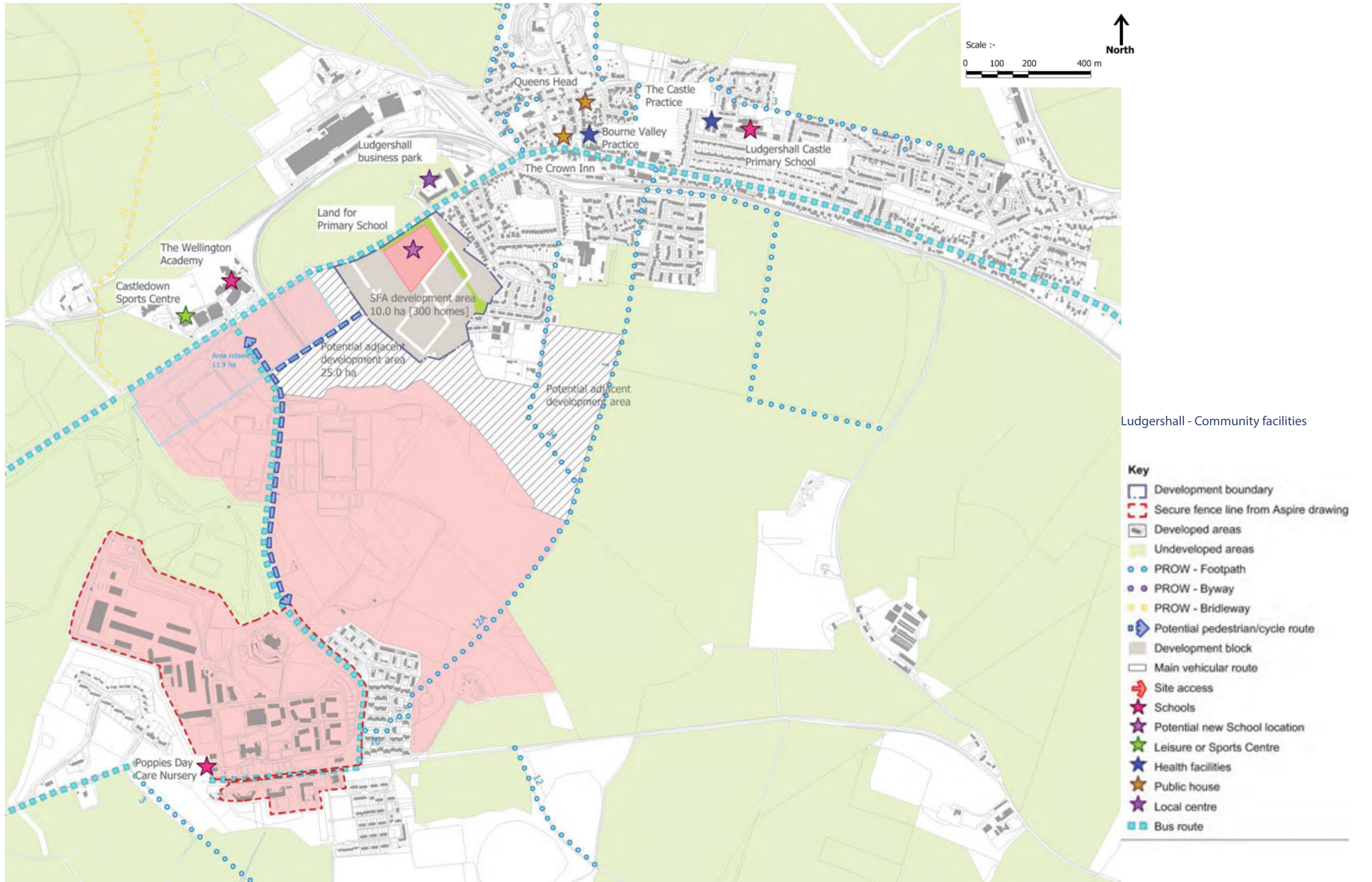
Wider Employment Centres



Bulford -Community facilities

- Key**
- Development boundary
 - Secure fence line from Aspire drawing
 - Developed areas
 - Undeveloped areas
 - PROW - Footpath
 - PROW - Byway
 - PROW - Bridleway
 - National cycle route
 - Proposed cycleway
 - Potential pedestrian/cycle route
 - Development block
 - Main vehicular route
 - Retained MoD military transit
 - Site access
 - School site
 - walking distances
 - School
 - Location of proposed school
 - Leisure or Sports Centre
 - Health facilities
 - Proposed location of health facility
 - Public house





9 Delivery Strategy

9.1 Management and Coordination of Delivery

DIO plays a vital role in supporting our armed forces by building, maintaining and servicing what the men and women who serve our country need to live, work, train and deploy on operations and will manage and coordinate delivery of the masterplan developments by:

- providing effective, coherent and affordable solutions;
- managing and delivering the infrastructure efficiently and effectively;
- providing sustainable, safe and legally compliant infrastructure; and
- providing good quality living accommodation for service personnel and their families.

The delivery of some of the infrastructure, such as schools and non-military health facilities, will be the responsibility of others but DIO will be providing its support and assistance in line with the ongoing partnering relationship with Wiltshire Council and the military and civilian partnerships that have been operating for many years. The provision of additional central government funding for new community facilities is the subject of ongoing discussion.

9.2 Planning Application Process

The detailed applications will explain the landscape, heritage and natural environment protection/enhancement proposals; movement strategy; urban form, massing and design; access proposals and development density for each site. These applications will be subject to a further, statutory stage of the public consultation process. The comments from the stakeholders, the public and Local Planning Authority (LPA) on the Masterplan received during the May/June comments period will also be used to inform the applications and enable the final design proposals to be prepared.

The planning applications will be supported by a full set of supporting documents that explain the design and the key urban design principles. The application information will relate the site proposals to the adjacent neighbourhood, identifying how the new housing is integrated into the existing communities. They will set out the location of road access, pedestrian routes and areas of public open space. The location and scale of new housing will be demonstrated together with the network of streets, landscape and car parking proposals.

Where appropriate, a Design Code will identify the special design characteristics of the local area and the design characteristics that need to be taken into account. This work will consider design solutions for building form, architectural details, features and materials. It will also include proposals for boundary treatments and hard and soft landscaping works.

Applications will be submitted with a full range of technical reports, including an Environmental Statement (ES), if necessary.

It is anticipated further discussions will continue between DIO, Wiltshire Council and other statutory organisations to provide for appropriate new infrastructure that is properly funded and delivered to support the development proposed in this Masterplan. The forthcoming planning applications will include measures to deliver that infrastructure to an agreed timetable and in accordance with arrangements that allow development to proceed in a viable manner.



9.3 Public Consultation

The Statement of Community Involvement (SCI) that accompanies this Masterplan documents the consultation process to date. Points that have already been raised during the consultation process will be addressed, where appropriate, at the planning application stage.

The public will be made aware of opportunities to comment on planning applications through a number of channels, including:

- Gov.uk website; and
- the Local Planning Authority as part of its statutory function.

9.4 Training and Employment

The OEA accompanying this Masterplan reports the findings of an assessment of the likely significant effects on socio-economics and community as a result of the Masterplan proposals for developments in and around Salisbury Plain as part of the Army Basing Programme (ABP). This assessment includes an assessment on employment impact on the labour market and additional local spending.

The OEA also describes the Military Civilian Integration (MCI) Partnership involving Wiltshire Council and 43 (Wessex) Brigade and partners. This notes the “aim of the MCI Partnership, through integration, is to optimise the economic and social benefits of the military presence in the county. In turn, such integration will benefit Armed Forces personnel, their families, veterans, and local communities.”

Further opportunities will be examined as part of the detailed planning application process for each proposed development.

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.

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.

Appendix

Bibliography

Documents that accompany this Masterplan include:

- Planning Context Report (PCR)
- Statement of Community Involvement (SCI)
- Overarching Environmental Appraisal (OEA)
- Outline Transport Assessment (OTA)

Glossary

- ABP – Army Basing Programme
- CME – Complex Manoeuvre Environment
- DIO – Defence Infrastructure Organisation
- FTP – Framework Travel Plan
- LVIA – Landscape & Visual Impact Assessment
- MCI – Military Civilian Integration
- MOD – Ministry of Defence
- OEA – Overarching Environmental Appraisal
- OTA – Outline Transport Assessment
- OUV – Outstanding Universal Value
- PAC – Project Allenby Connaught
- PCR – Planning Context Report
- SAC – Special Area of Conservation
- SCI – Statement of Community Involvement
- SFA – Service Family Accommodation
- SLA – Single Living Accommodation
- SPA – Special Protection Area
- SPTA – Salisbury Plain Training Area
- STW – Sewage Treatment Works
- TSAR - Tri-Service Accommodation Regulations
- URD – User Requirement Document
- WC – Wiltshire Council
- WHS – World Heritage Site
- ZTV – Zones of Theoretical Visibility



Defence
Infrastructure
Organisation

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COMMENT				RESPONSE		
153	JBB Clee	(JBB Clee) Planning Officer, Bulford Parish Council. (Tel: 01980-632363)	Bulford Parish Council		22/02/2014	E
<p>1. It is submitted that the entries in the green box on page 26 of the consultation paper "Composite Feedback and Assessment of Recommended Sites" to the effect that Bulford 6 & 16 are "Supported by Bulford Parish Council" are misleading as to the Council's true position in the matter.</p> <p>2. The Council's position is as stated in its original Response (paras 5c(1)&(2)), specifically that the support is for only the northern portions of these two areas. The reasons given for this are explained fully in the same paragraph and a copy of this Council's Response is attached for ease of reference.</p> <p>3. To further illustrate Council's position, a map is attached to this e-mail on which the approximate size of the new estate (based to scale upon the amount of land already occupied by the recently completed and similarly sized Canadian Estate) is shown lightly shaded in lime green. This does not attempt to show the proposed exact position and layout of the new estate (in fact the expectation would be for it to be set back from the Bulford Road towards Double Hedges), but it is included to show the preferred orientation and approximate preferred position of the development.</p> <p>4. This amplification is considered important, since Council would support a location for the estate running alongside the Bulford Road in areas B16, B7, or B24 only as a fallback location should the preferred locations prove impossible for as yet unseen reasons the prime considerations for this being :-</p> <p>a. An estate in these areas, running parallel to the Bulford Road, would only allow for entry/exit points onto one Highway (Bulford Road), thereby adding to the additional vehicular traffic already generated by the newly completed Canadian Estate.</p> <p>b. An estate in these areas would tend to perpetuate the present separation between Camp and Village, whereas to lay the new estate alongside the existing civilian development within the Parish would do much to encourage integration between the civilian and military populations. Since the civilian population of Bulford Parish is shortly to be substantially out-numbered by its military counterpart, any measure that fosters integration between the two communities is considered important.</p> <p>5. Lastly, Appendices 1 to 15 appear to be missing from this document, as it is published on the website; may these be supplied?</p>				<p>The Council's position is acknowledged and noted.</p> <p>Traffic studies and assessments were carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the Outline Transport Assessment.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (22 May 2014).</p> <p>Appendices 1-15 were sent directly to the consultee.</p>		
154	Dave Nicholls	46A High Street Bulford Wiltshire SP4 9DS	Resident		21/02/2014	E
<p>I am a resident of Bulford and am trying to read the details of your plans for your Army Basing Plans. The most information seems to be in your Planning Context Report Consultation Draft Phase 3 Report available on the internet. However, when referring to planned sites for building it refers to, for example, "Bulford 6". There does not appear to be any information about what sites are where. I can only assume that this information is contained within the 15 appendices that are listed in the index but appear to be missing from the document. Could you please either send me the appendices or let me know where they can be obtained?</p>				Appendices 1-15 were sent directly to the consultee		
155	Andrew Dobson	Bulford	Resident/Homeowner		19/02/2014	E
<p>Dear Sir or Madam,</p> <p>I own property in Bulford and having reviewed the Consultation For A Master Plan document I have the following points:</p> <p>I'm concerned that the local road network will struggle to cope with the additional traffic.</p> <p>With the significant increase in SFA what provision is being made to upscale schooling to match demand?</p> <p>The woodland to the south of Bulford (the area surrounding the Officers SFA, the area between New Ward Road and Bulford Droveaway) is very popular with local families who walk there and developing this area would not be a popular move.</p> <p>Old Carter barracks is also used by locals walking there and is frequently used by the military for driver training.</p>				<p>Traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Appendices 1-15 were sent directly to the consultee.</p> <p>Wiltshire Council and DIO have been working together since the the basing plans were announced to ensure that the right level of infrastructure will be provided (including school facilities). DIO has gained a much better understanding of capacity of existing infrastructure. Baseline capacity and projected demand were assessed during the preparation of the final Masterplan. Upgrades to existing infrastructure and key items of new infrastructure required to support the incoming population will be considered in the Masterplan document. DIO will continue to work closely with Wiltshire Council during the planning application stage to plan for the required additional infrastructure.</p> <p>The woodland to the south of Bulford, and between New Ward Road and Bulford Droveaway is to be retained.</p>		
156	Anthony Cummins	Bulford	Resident		19/02/2014	E
<p>Hello</p> <p>I have been led to believe that the army is to build new SFA directly behind my house on Churchill Avenue, Bulford. Presently there is a steep bank at the top of which there is a wooded area running the length of the fields adjacent to Churchill Avenue. If you are building in this area is it your intention to remove the trees as this causes me two areas of concern. Firstly due to the raised height my upper windows will be able to be looked directly into and secondly if the trees are removed will this not weaken the bank.</p> <p>Sent from my iPhone</p>				The strip of woodland serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the , and will be retained.		
157	John & Rosemary Ellis	Durrington	Resident		19/02/2014	E
<p>I have just seen the proposed site plan for the new married quarters at Larkhill. I cannot believe that yet again the wishes of the residents of Durrington have been ignored. Why is English Heritage allowed to dictate where these buildings are to go. They have caused enough problems for the residents of the surrounding villages already with their I KNOW BEST ATTITUDE to the layout and positioning of the new Stonehenge Site. Is it not about time that the people that actually live in these areas are heard and English Heritage told that they do not rule the roost, or is someone getting a backhand from them. I thought that the residents do Durrington made it perfectly clear that they did not want houses built along the A345. This piece of green belt was required to keep our individual identity. Otherwise are you going to rename us Larkington. The families that move into these new dwellings will be eligible to visit Stonehenge free of charge anyway, so what difference does it make if the Stones can be seen from the new dwellings.</p> <p>Consideration should also be given to the distance that personnel will have to travel to get to work, school and shops. The amount of traffic heading towards the Countess Roundabout, especially at bank holidays and in the Summer when it becomes a car park and forces traffic through villages, not suitable for the size and volume of lorries and cars, this includes Larkhill but of course I forgot people running English Heritage do not live here.</p>				<p>The final Masterplan includes a large green buffer so that SFA will not serve to conjoin the two settlements. They will remain distinct and separate from one another.</p> <p>DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable.</p> <p>However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.</p> <p>To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.</p> <p>Traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.</p>		
158	Dawn Taylor-Cox	25, Newman's Way Bulford, Wiltshire SP4 9HT	Resident		23/02/2014	E

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159	Phillip Piper	Unstated	Unstated		18/02/2014	E
160	Guy Lawrence	60 Countess Road Amesbury SP4 7AT	Unstated		26/02/2014	E
161	Claire Curry	Unstated	Unstated		27/02/2014	E
162	Richard Horner	Figheldean	Resident		03/03/2014	E

I am writing this email as a local Bulford resident, and after looking at the master-plan for Bulford, I have the following comments to make.

1. Having lived in this area as a local resident for over 20 years and also growing up in a military family, I am very aware of the difficulties that can arise when integrating civilian residents and military personnel. I believe that Bulford village and camp have good, positive relationships that I would not like to see weakened by housing developments that would disrupt local residents. Bulford Parish Council has not consulted with the residents, in the way seen by Durrington Council and therefore I believe cannot fully represent our views. I think that developing in the areas of B23 and B30 would significantly disrupt the lives of local residents as the woodland is used by many as an area for walking and recreation and therefore developing in these areas would not be supported by them.
2. I also do not agree with the Bulford Parish Council's idea to connect the area B23 with the A3028 (Double Hedges) as increasing the car traffic on this road could make it very hazardous for cyclists (a cyclist received serious injuries in a traffic accident at Double Hedges as recent as July 2013).
3. I see in the plan that the Army does not wish to affect wildlife; however B23 contains woodland that is connected to the wooded area in B9 and consists of established, mature trees that provide many different habitats, and supports many different species of birds that I watch, such as woodpeckers. Building on this site would no doubt disturb these birds and other organisms, and may even mean the loss of their habitat.
4. I understand that one of the main priorities for this housing development is to provide methods of green travel without putting strain on existing roads. If this is truly a priority, then the site B7 would be the most likely choice, as it would be within a few minutes' walk/cycle to the soldier's place of work. This was also agreed by Army Officers during the Parish Council Briefing.

In conclusion, since developing on land adjacent to the Canadian Estate is the most preferred option, I believe that the much preferred sites should be B6 and B7. They are both connected to each other to accommodate one estate, are close to camp to support green travel and are already directly connected to two main roads for ease of access. I believe that this option alone would provide excellent links to facilities for the soldiers and their families, while minimizing the impact on local Bulford residents.

Two periods of public consultation have been held on the 'Emerging Masterplan' and 'Preferred Option' respectively. A third four-week period for final comments on the final Masterplan, will take place between 20th May and 17th June 2014 giving local residents, statutory consultees and other interested parties another opportunity to engage in the planning process. Comments received during this period will be addressed at planning application stage.

The public were made aware of the consultations through the government website, Area Board newsletters, notices, and press releases.

The strip of woodland serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the, and will be retained.

The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). The detailed design of new SFA at planning application stage will be sensitive to the character of Bulford village. Particular attention will be given to minimising visual impact of new development from key vantage points.

I can agree to further technical infrastructure and to a degree with further single living Accommodation but feel DIO are missing an opportunity at this juncture of its history to move away from providing Accommodation per se for service personnel and as an alternative encourage all service personnel to live within the nearest conurbations with schemes such as renting (MOD subsidised to a degree or part/whole ownership of properties). How many other Armed Services around the world still provide housing for their personnel? Not only will this help to integrate service personnel into local communities it will also encourage them to get a foot on the housing market for when they eventually leave the Services. If necessary MOD could provide transport to/from these conurbations.

It is preferential to the army to site their personnel close to their place of work with the intent to minimise traffic impact, therefore the suggestion to encourage service personnel to live within the nearest conurbations is not sustainable in the long term. Where it may not be possible to provide agreed new build SFA in time for their arrival, alternative sources, either short term lease or capital purchase, may be considered but only after consultation with Wiltshire Council and for it to be in compliance with their strategic plans. 100 houses will need to be purchased from commercial stock to de-risk the ABP supply, as this number of SFA are required by April 2015 and cannot be procured for construction in time available

The development of the Masterplan is being carried out in accordance with statutory guidelines and in close liaison with Wiltshire Council so local strategic aims of sustainable and integrated communities can be met.

I have little to add to my previous submission on 8 Dec 13 (copy attached for ease of reference). The need to address the problem of traffic in the area of and crossing the A303 urgently is emphasised; this could require an over- or underpass.

G P LAWRENCE

Previous Submission Received 8/12/13

The need for additional Service Families Accommodation (SFA) on Salisbury Plain is clear but this development cannot be considered in isolation. The potential locations for SFA are all in close proximity to the A303 – one of the busiest East/West routes in Southern England. Furthermore, they are all close to the major congestion point at Amesbury – the stretch covering the Countess Roundabout, Stonehenge and the Longbarrow Roundabout. The additional traffic generated both by new housing development, and military traffic, in the area will exacerbate the problem causing even greater delays on the A303 as traffic attempts to join the A303 or cross it heading to Salisbury at Countess Road or the Amesbury East A303 Junction. It should be noted that traffic on Countess Road is already excessive as motorists attempt to avoid delays on the A303; to add to this would be intolerable for Countess Road residents.

The current proposals therefore make it imperative that the various Government Departments and heritage agencies take urgent concerted action to widen the A303 in this area, various proposals for which have been under discussion for many years.

Housing development has continued apace during the past decade placing ever greater strain on local infrastructure. The new SFA sites will require local retail and recreational in addition to schools and medical facilities if the development is not to place undue strain on existing resources and impact unfavourably on the present population.

traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.

It is preferential to the Army to site their personnel close to their place of work with the intent to maximise sustainable forms of transport wherever practical or feasible.

The MOD is fully committed to minimising the impact of travel on the environment. The ABP presents an excellent opportunity to deliver an exemplar sustainable transport programme in Salisbury Plain. To this end, the MOD will prepare a Salisbury Plain Green Travel Plan, an area-wide framework of features and guidance which would apply to both existing and future service personnel working in the Salisbury Plain area. The Travel Plan will be formulated in consultation with all the necessary military and civilian stakeholders. Preparation of the Travel Plan will explore all options, considering areas in and around SPTA, including Andover and Warminster. By minimising the travel impact of development, the Travel Plan will help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging personnel to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.

Sir/madam

In general I am content with the proposed basing programme and it will be nice to see the A303 improved as a side effect of the changes.

I do have one area of concern and that is with regards to Point/slide 9 which talks about Training on SPTA and this is in relation to Larkhill becoming the UK Specialisation area for Unmanned Air Vehicles. My concern is the amount of noise pollution that this two stroke piston engined aircraft will make on missions that can extend to over 12 hrs at a time. Unless there is a minimal flying height imposed over the Plain whereby the engine can not be heard it will be very unpleasant for many hours at a time, especially on back to back missions and at night. This could seriously affect civilians quality of life. The helicopters that fly low level tend to transit from one place to another but a UAS has the tendency to orbit in one area for surveillance purposes especially if flight is limited to the training area.

I would therefore like to request that Watchkeeper or any other UAS is not allowed to fly within 5NM of any built up area on or near SPTA unless it is above a height of 5000 foot agl. This includes the villages of Shrewton, Tilshead, Chittern, Market Lavington and the Avon Valley villages.

I would appreciate acknowledgement of this request to be considered as part of the basing plan and the outcome.

Troops who will operate Watchkeeper will be based at Larkhill however Watchkeeper will be flown from MOD Boscombe Down.

It can fly for 16 hours however in reality it will only fly for 3-5 hours at a time. Once Watchkeeper gets up to its operating altitude which will be in the region of 10,000 ft agl above the West of Salisbury Plain it will stay there until it is time for it to descend back to MOD Boscombe Down or it will transit into its hanging airspace (EDG 122 A, B, C – see below for details). It will cross into SPTA airspace at approximately 1500 ft agl (it cannot go higher at present due to the restriction of EGD 120 (max height 2000 ft amsl); a case for a temporary Danger Area for EDG 120, to raise it from 2000 ft amsl to FL80, is presently being addressed at CAA level) and will continue to climb to its operating altitude.

Watchkeeper will transit over as much airspace as it can rather than circling over one area. Watchkeeper will only ever fly up until 2300 hrs (local). Watchkeeper has the capability of flying in the hanging airspace (EDG 122 A, B, C) which is FL80-FL160; the northern edge of this airspace borders the Southern boundary of SPTA airspace which will enable Watchkeeper to 'observe' into SPTA from a good distance away.

Routing into and out of SPTA airspace has been planned to avoid built up areas however it will not be able to avoid Amesbury or the other villages mentioned by the required 5 nm.

Present minimum operating height for Watchkeeper has been set at 4000 ft amsl which will enable it to reach one of the six preset Emergency Recovery Points within SPTA; it will climb higher if it is able to ensure noise pollution is minimised.

Watchkeeper at present is unable to go North up the Avon Valley beyond Avon Camp because the NE part of SPTA airspace (EGD 128) is not cleared for UAS/RPAS use.

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163	Clive Gutteridge	Shrewton, SALISBURY, Wiltshire, SP3 4HL	Appleford Ltd		05/03/2014	E
164	Spencer Bridewell	Unstated	Figheledean Parish Council		05/03/2014	E
165	Mr Jan Belza	Unstated	Resident		05/03/2014	E
166	Karen Campbell	Tidworth	Resident		06/03/2014	E
167	Graham Russell	28 Kingfisher Drive, Durrington, Salisbury, Wiltshire	Resident		11/03/2014	P

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						As an ex military family we understand the need to accommodate returning units from Germany on Salisbury Plain but do not believe that your plans for Larkhill and Bulford take sufficient notice of the impact on local villages and the visual and cultural changes that will result. We are particularly concerned that your plans for unit moves and the required associated SFA will essentially result in the villages of Durrington and Bulford becoming part of a military garrison. Durrington and Bulford villages are distinct and separate at the moment from the garrison in the area and should remain so. Everyone we speak to on this area are concerned that the rural and civilian nature of these villages will be compromised by the MoD proposals. I will ask you to consider the following: <ul style="list-style-type: none"> Place less units in Larkfield – why is it necessary to create such a large concentration of artillery units? Surely it would be better to locate units of artillery with the supported aims of the formation of which they will operate? If the MoD is adamant that it wishes to create this unnecessary artillery super-garrison then every effort should be made to restrict the impact, visually and culturally, on the surrounding villages. In particular: <ul style="list-style-type: none"> Provide the infrastructure of medical, educational, recreational etc facilities that ensure no adverse affect on provision to the local community by placing greater burden on the existing facilities. Reconsider the siting of the SFA at Larkfield to ensure Durrington remains separate and does not just become part of Larkhill garrison. (Has consideration been given to using the land between areas L15b and L17a instead of using L15b?), or indeed other areas within and surrounding the existing garrison? 			Comment noted. The final Masterplan includes a large green buffer so that SFA will not serve to conjoin the two settlements. They will remain distinct and separate from one another. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. Land north of the golf centre will also be used for housing.
168	Steven Gill	1 Furze Drive Perham Down	Resident		09/03/2014	E			
						Firstly I would like to point out that I 100% support our Armed Forces I was a serving soldier my brother is a serving Officer and my Father was a career Soldier. Please see the attached links which point out where the MOD intend to build houses. Can someone please clarify if the houses that are adjacent to 1 Furze Drive (PL10 & 11) will be built? From the links below there seems to be 2 different messages and clarity is needed. For the record I, nor any of my neighbours have received any communication about this. It is only upon watching a recent news article that this has come to light. I am 100% against these houses being built and would like some confirmation as to what is happening and why I have not been contacted. Along with this I understand that up to 4000 soldiers are to be redeployed from Germany to the Tidworth Area? Can you confirm what infrastructure improvements will be put in place to accommodate this? There will need to be more schools, GP surgeries and roads at least as the current ones struggle to cope as it is. With a conservative estimate of 15000 (including families) people coming to the area by 2020 I am very concerned that the infrastructure will not be able to cope. Furthermore can you confirm what is being done to appease the current civilian residents as at this moment in time it seems that if you are a civilian living in the Tidworth Area you are nothing but a 2nd class citizen. Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the Special Landscape Area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Garrison will be developed in Perham Down/Ludgershall.			
169	Thomas Phillips	Bulford Village Wilts SP4 9HS 16 Swattons Close	Resident		10/03/2014	E			
						Paraphrased. Original saved as Thomas Phillips - Resident Concerned with the preferred site B23. Access and exit to and from this site will substantially increase the volume of traffic using the Quebec T Junction at Bulford Camp and the two crossroads one at Double Hedges and the other at Salisbury road in the village. There would be increased risk to pedestrians and cyclists using the crossing on the corner opposite Watergate Lane and the Chapel. There is only one Petrol Filling Station/shopping facility situated in Salisbury Road the increase in traffic would cause congestion on this road and make it difficult to access and exit the forecourt and junctions at St Leonards Close, Churchill Avenue and Crescent Road that lead into Salisbury Road. Site B23 will be hemmed in by three roads around its perimeter. It will be difficult and more dangerous for children of all ages who wish to use the facilities either in the village or the Camp outside the estate area as in all cases they will have to cross at least one of the roads at any one time. General concern for wildlife and habitat. Increase in road and air traffic will impact detrimentally on air and noise pollution levels. Propose Site B 19 as an option: Would provide easy access to the Bulford Drove way which would route traffic along the bottom of the Camp and Village would also provide direct access to the roads going towards Milston and Netheravon taking the traffic completely away from the centre of the village all-together. Site 19 would provide easy walking access for children going to the KIWI school thus reducing the need to use transport. Site 19 would be within a 10 minute walking distance from the farthest locations in the Camp making work places, leisure and shopping facilities all within easy reach. Proposed Sites B21 and B22 as an option: Both these sites would provide all the above mentioned advantages of site 19 with the added merit of previously having been used for accommodation so that there is probably some water and sewage facilities already in place. Land between site 22, the Carter Barracks site, and Bulford Village which runs alongside the Drove way as a housing option: There are no woods and few hedgerows between the village and Site 22 to have much effect on wildlife habitat. Similar advantages in respect of traffic/congestion as per site 19. Safer for children walking to St Leonards School and Durrington Schools. Access to water and sewage facilities for this site would be easier with the recent completion of the Canadian Housing Estate which is less than 100 metres up the road.			
170	Mr & Mrs Barry Whelan	Unstated	Unstated		10/03/2014	E			
						We think the new Army Housing should be near to the Army camp to allow personal to travel to work easily to help the environment, and to be near shops and leisure facility's. The area B23 would change the village character and way of life, and also affect the wild life. If B23 is to be used the coppice bordering Newmans Way, Swattons Close and Churchill Avenue should not be disturbed or removed.			
171	Richard Bennett	23 Newman's Way Bulford Salisbury SP4 9HT	Resident		10/03/2014	E			

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						P = Post E = Email C = Comments Box
				<p>Paraphrased. Original saved as Richard Bennett Email - Resident</p> <p>Housing development specifically in B23 & B30 would severely affect the village's unique personality and. The small strip of woods sandwiched between the two estates would become a children's playground attracting further anti-social behaviour</p> <p>Areas B12, B19 and B20 seem far more geographically adequate to enable the military's desire of being close enough for soldiers to forgo the need to drive to Picton and Ward Barracks thus lessening future environmental impact. The "ten minute walk to camp" as suggested by the military would simply not be achieved from B23 and B30 to the current barracks access points</p> <p>The retail and infrastructure needs of soldiers and their families will be far better accommodated from areas B12, B19 and B20 given the proximity for families to the shops (in Bulford Camp Square), the Gym, the Medical Centre and Kivri School</p> <p>The military community is comparably young against the civilian community and therefore we can expect to see a disproportionate increase in children into the local area. There is no social infrastructure to accommodate children which may result in a significant increase in anti-social behaviour that may directly impact on the village.</p> <p>Ref A Para 5c4 states that the 'SFA dwellings in this area would facilitate social interaction between military families and those in the civilian housing estate'. I would be interested to hear what social interaction the council is referring to and why it cannot be achieved a little further out as the two communities have always existed happily together in it's current configuration. I would also be interested to hear whether any of the councillors or those that have made this the council's location preference reside on Churchill Avenue, Newman's Way or Swattons Close.</p> <p>The fact that local residents have not been directly canvassed for their opinions via a comprehensive leafleting campaign is outrageous. I fear that the majority of other local residents are also unaware and, as a result, will miss the opportunity to voice their views prior to the conclusion of the consultation period.</p> <p>I would be obliged if you would provide an explanation as to why those of us whom this development affects the most were not directly consulted for their opinion. I cannot help feel that the situation has been handled by the council in an underhand and suspicious manner.</p>		
				<p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Two periods of public consultation have been held on the 'Emerging Masterplan' and 'Preferred SFA Options' respectively. A third four-week period for final comments on the final Masterplan, will take place between 20th May and 17th June 2014 giving local residents, statutory consultees and other interested parties another opportunity to engage in the planning process. Comments received during this period will be addressed at planning application stage.</p> <p>Response from Bulford Parish Council:</p> <p>Dear Mr Bennett,</p> <p>1. I have carefully read your submission (attached).</p> <p>2. I am sure that you will understand when I say that, whilst individuals like yourself (naturally enough) take a personal view, the Parish Council has to regard the matter as a Parish whole; wherever we recommend that these houses go, there are going to be dissatisfied individual parishioners.</p> <p>3. You have already accessed the Parish Website, so you will have seen the Council's reasons for its recommendations and you will have read that one of the reasons is integration of the civilian and military communities (please note that co-existing and integrating are not the same thing). However, perhaps what is not made clear is the Army "New Employment Model" under which Units will be permanent in their new locations and this means that military families will be no more mobile than their purely civilian counterparts; the old attitudes towards military families have got to change and "transient communities" and "temporary bonds with the civilian communities" will just no longer apply. These Army families (not to mention their soldier husbands) are ordinary people like you and me and they cannot just be pushed to areas that are out of sight and out of mind. I would also like to emphasise that military families (as well as their uniformed husbands) are just as much Bulford Parishioners as you are and they deserve the same degree of consideration as you do.</p> <p>4. You have placed emphasis upon other factors, which I deal with below :-</p> <p>a. Roads. "Yes", our roads are, at present not fit for purpose, and, "Yes" these new families will place an additional strain upon them, wherever they are put. However, this is a County matter and, although we complain constantly about their condition we have little influence where roads are concerned.</p> <p>b. Children. Your para 3e. Wherever there are families, there will be children and I have to say that children are not a valid reason for objecting to house building under any circumstances! I would personally agree with you that the young people of today are not as disciplined and well-behaved as they used to be in our youth and that they are a public nuisance very much more often than they used to be. However, I will stick my neck out and say that, not only is it my experience that the children of military families are usually better behaved than their civilian counterparts (since their Fathers, by definition know what discipline actually means), but also that, if absolutely need be, the Army can bring pressure to bear to sort out persistently bad behaviour; as Council knows only too well, there is not a lot that can be done about persistent offenders from civilian families (presumably your patio windows were not broken by the children of military families). As far as Tipping goes, as Council knows to its cost, this is endemic County wide and is not limited to the military and their families. Above all, if you ever have a specific complaint, come and voice it (or write) to the Council; how to do this is transparent enough.</p> <p>c. "In Ref B the military expressed a preference for areas B17, B24, B7 and B16" (your words). I just don't know where you got this from. "Preferred Area" and "Potential Area" are, at this stage, no more than an initial, tentative narrowing of all the areas of land that are owned by MOD. The basic military criteria are simply put as :-</p> <p>(1) That the families should be located in the same general area in which their husbands are employed (i.e. in the same Parish). This is entirely sensible and is an over-riding consideration with which Council would not quarrel. (The "10 minute walk" has never been more than idle conversation and has never been considered to be a practicality; in any case, 10 minute walk or no, our experience is that soldiers will drive when they can!)</p> <p>(2) That the houses should be on one estate. Clearly anything else would be an expensive and administrative nightmare and no sensible person would want to argue against it - certainly Council would not wish to dispute it - indeed we would support it, since the alternatives would be far worse from the Parish point of view.</p> <p>(3) That, in Bulford Parish, the houses should be reasonably close to the existing Canadian Estate to ease costs and administration. Council would not wish to quarrel with this (particularly in the light of the recent and on-going financial cuts to the Armed Forces) and Council's recommendations meet this requirement.</p> <p>(4) That, as far as possible, amenities should be accessible and that, as far as possible, there should be employment opportunities for the wives. These are matters that lie outside the Parish Council's control; in any case, where Bulford Parish is concerned, this clashes with (1) above which is the over-riding principle. The facilities that exist within the Camp are comparatively rudimentary in the extreme (and likely to remain so in the foreseeable future) and, in any case, are not what is meant by the criteria.</p> <p>5. Lastly, I would like to address your para 4 (I stress, at the outset, that I mean no personal offence, even though what I am about to say may be unpalatable to you). Firstly, you should be aware that Parish Councils were not given any information prior to the matter being put in the public domain and the Council recommendations had to be submitted to the authorities by a date which (within the Council schedule) resulted in a tight time scale. Secondly, Council, although the matter was debated, never Resolved to arrange a Leaflet Drop until the Meeting of 10 March, by which time it had become apparent that public ignorance of the matter was so great (as a direct result of an endemic lack of interest, on the part of members of the public, in Parish affairs) that some sort of Leaflet Drop was desirable; therefore, in its Meeting on 10 Mar, Council authorised a Leaflet Drop (at the taxpayers' not inconsiderable expense). It is your privilege to ignore what is going on in the Parish and in the Area Board, but don't complain about lack of knowledge afterwards! Every single thing concerning the matter of Army Re-basing and the SFAs, has been in the public domain on the Parish Notice Boards and on the Parish Website as soon as the Council was made aware of it. Thirdly, the civilian population of Bulford is approximately 2,500 souls, everyone of those affected (understandably enough), if consulted, would have come to fight his or her own particular individual corner (as you have done in your submission) and none of this would have helped the Council reach an all-embracing view of the Parish as a whole. All our Councillors live in this Parish, most of us for a very long time; we do not live in an Ivory Tower and there is nothing in your submission, other than your personal opinions, that the Members of the Council are unaware of or which was not thought of when Council was considering its recommendations; in any case, you and everyone else, far from being disenfranchised, is free to make your personal and individual submissions directly to the authorities; I am happy that you have exercised your right to do so.</p> <p>6. I have devoted a great deal of my (unpaid!!) time to answering your letter and I hope that you now have a better understanding of Council's position. However, like all my colleagues on Council, I am always available and, if you wish to do so, I hope that you will feel free to either e-mail me or telephone to discuss the matter further; we are all always available.</p> <p>Yours sincerely, (JBB Clee) Planning Officer, Bulford Parish Council. 14/3/14</p>		
172	David Jackson	21 Newmans way Bulford, Salisbury Wiltshire	Resident		10/03/2014	E

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Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code
						P = Post E = Email C = Comments Box
						<p>Paraphrased - Original saved as David Jackson Email - Resident</p> <p>RE: proposed sites B23 and B30</p> <ul style="list-style-type: none"> Object to development on these sites as this area is widely used for biking, rambling, dog walking and promoting nature conservation. No opposition to the re-housing and relocating of the military to this area but object to development in principle of any kind. <p>RE: proposed sites B17, B24 and B16.</p> <ul style="list-style-type: none"> The woods that lie to the south of Newmans Way are already becoming a prime spot for fly tipping at the eastern end directly opposite the Canadian estate, further development would further accentuate this. <p>Areas B12, B19 and B20 would suit the military's requirements far more than the ones currently preferred by the council for the following reasons:</p> <ul style="list-style-type: none"> These areas would lead to a safer pedestrian route to both of the camps and the local shops etc. as they are closer and there are already established crossing points on the main route as well as a slower speed limit through the garrison area. It would also allow better access to the main route to Tidworth for those service personnel who need to commute to this part of the Tidworth Netheravon Bulford Garrison as it is a possibility that personnel from this area may be housed there. These areas would be better for families to access the medical centre and vitally Kiwi school which allows for more places for service children that Bulford Primary School. As the surrounding area has very little to offer young people in the way of social amenities it would be ideal for the SFA to be closer to the garrison so that the military can provide for teenagers during weekends and more importantly during deployments whether operational or training. Access routes in and out of the garrison area from these locations would be easier on the local infrastructure as there is direct access to the A303 transiting east and west, and then to the north via Tidworth and Ludgershall. <p>Concerned that many local residents are only just finding out about these plans leaving them very little time to express their views on this development. There must be further discussion between local residents, military representatives and council officials and to claim that these plans are unopposed is simply not true.</p>
173	JBB Clee	(JBB Clee) Planning Officer, Bulford Parish Council. (Tel: 01980-632363)	Bulford Parish Council		27/02/2014	E
						<p>Dear Steve,</p> <p>Thank you for your two e-mails of 26 Feb to our Parish Clerk, in response to my mine of 222047 (Feb), .</p> <p>The reason for not including the Appendices in the first place is now clear, as I had no idea that they were so large; nevertheless they are informative and helpful to an overall grasp of what is happening, and reference to them does save some time that otherwise has to be spent reading and searching through pages of closely packed text. Thank you for going to the trouble of sending them (more to follow ?).</p> <p>In passing, although knowledge of exactly what is going on behind the wire is helpful towards comprehension of the overall size of the Project, the Council interest in this respect is limited in reality to trying to ensure that the design and layout of buildings is good and in keeping with surrounding; in other words, that Bulford does not become, by default, another Aldershot ! However, this detail should not arise until things reach the planning stage, some time ahead.</p> <p>My military contacts tell me that the intention is to build a training road, directly from the Camp to the Training Area, in the vicinity of the bend in the Bulford Droveaway at Sheepbridge (approximately due North of the junction with the Tidworth Road), in order to facilitate the passage of Warrior from Camp to Training Area. This, of course, would be welcomed by the Council, as it would help a great deal to keep the passage of track laying vehicles to a minimum on the public roads. Is there yet any planning afoot as to where/how this road/track might run ? It does need to be born in mind that the Bulford Droveaway itself is not adopted and is still a "Training Road", not a properly marked and maintained Highway; nevertheless, largely in response to the closure of the A344, it has become a busy commuting road carrying a weight of fast moving civilian traffic and any armoured crossing over it will have to be carefully controlled and planned.</p> <p>In response to your query, my MODEM is on cable at 60Mbt and there is no restriction on file size.</p> <p>Again, thank you for your help and prompt reply to my e-mail.</p> <p>Yours sincerely,</p> <p>(JBB Clee) Bulford Parish Council.</p>
174	Tracy Webster	Swattons Close Bulford Village	Resident	?	12/03/2014	E
						<p>Good Afternoon</p> <p>My name is Mrs Tracy Webster and I own a property with my husband in Swattons Close Bulford Village. I am writing this email to object and write my concerns for the preferred site for the development of 277 military houses in the field that is at the front of our property (site B23).</p> <ul style="list-style-type: none"> Woodland and Wildlife. Decrease the value in our/all property/s in the village. Spoil the unique character and charm to the village. <p>We have lived in this property for over 11 years and the main reason for us buying this property was the location, the fact that we are both locals, and the fact that we did not have any houses at the front of the property which overlooks the old train line bank and the beautiful woodland above, and lots of wildlife. If this development went ahead we would lose the woodland and the wildlife and the most unsightly houses above us. This will also change the whole look of the village enormously.</p> <p>Both myself and husband (and the street including Newmans Way) have great concerns on the proposed development site and object to this taking place on this site, why can the development not be in the Army area and not the actual village itself; i.e. the Canadian estate field opposite Dorset, Hampshire Close, up by the Hive. This would be more beneficial to the service personnel as it would be within walking distance to the Army Barracks, Doctors and Dental Centre, shops in the square and the swimming pool and facilities, and Kiwi School. Surely there is more appropriate sites near the barracks itself without bringing into the village itself. The village welcome and has welcomed service personnel into the community, but we do not want their properties so close to the village itself, it would definitely decrease the value in our/surrounding properties due to the fact that we have a massive building development right above us and who in there right mind would want to live there. I would seriously consider selling our property if this development went ahead, which would be very unfair to my teenage children as they have been brought up in this unique and beautiful village.</p> <p>One last thing if the Army can afford to develop 277 houses, surely they can afford to have the road repaired along the new Canadian estate which has serious potholes.</p> <p>Kind Regards Tracy Webster</p>
175	Peter Wickes	6 Newmans Way Bulford Wilts SP4 9HT	Resident		12/03/2014	P

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Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code	
						P = Post E = Email C = Comments Box	
		<p>Transcribed - Original scanned and saved as PJ Wicks</p> <p>New build must not be imposed upon existing residents, but must be sensitive to their needs. Influence of families will be as important as the private sector to provide shops and eating facilities, all of which should be planned into the new housing areas and not be ad-hoc. Obviously more school spaces and medical facilities will be required and these must be planned in. Specific areas: I understand that areas that B23 and B30 and area immediately west are under consideration. If these areas are to be used it would be a shame to lose the agricultural land. The new build should be outside of the copse that runs along the back of Newmans Way, and not include the copse area. If the copse is removed there would be a perception of overbearing/overlooking, given the difference in elevation. Further – I have heard rumours that access to that site would be made through Newmans Way. That would be unacceptable as our roads could not provide for that volume of traffic.</p>			<p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p> <p>Site B23 has been included in the final Masterplan. The strip of woodland serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the proposed SFA site, and will be retained.</p> <p>Site B30 has been omitted from the final Masterplan</p> <p>New development will be served by an access off Bulford Road. An option to create an access from Double Hedges is also being explored. The site will not be accessed through Newmans Way.</p>		
176	Unstated (OAP)	Unstated	Unstated	Unstated	12/03/2013	P	
		<p>Transcribed - Original letter scanned and saved as OAP Scan Letter</p> <p>Just a line about the new army housing proposal in Bulford at the back of Churchill Avenue South. I don't know if you know that that field intended for housing was once an Army Tank Training Area in the war. I think they used grenades (PEAAT) and phosphorous bombs.</p> <p>They may have cleared it up but I am uncertain about that.</p>			Noted		
177	Roger Green	Unstated	Resident		16/03/2013	E	
		<p>The refined sifting for The Army Basing Programme has labelled Site L13b at Larkhill as a potential site for Service Family Accommodation (SFA). This site runs along the southern edge of The Packway until it reaches Wood Rd where it turns south along the western edge of Wood Rd. It is therefore positioned on the north eastern corner of what was once the Larkhill Flying Ground established here between 1908 and 1914.</p> <p>This Flying Ground saw the very earliest of aviation pioneers manufacture and fly their aeroplanes and resulted in a series of flying sheds being built, five of which remain today at the lower end of Wood Rd. These early aviators included Horatio Barber, Charles Rolls, George Cockburn, John Fulton and Samuel Cody. Their names are legendary and by 1911 the first military aeroplane formation in this country was established at Larkhill as No.2 Company of the Air Battalion. This became No.3 Sqn RFC in 1912 where it resided until the airfield closed in 1914. The Bristol and Colonial Aeroplane Company set up it's Flying School and also assembled many of its early aeroplanes here and Larkhill became one of the most active and important aviation centres of its time.</p> <p>This immensely historic flying ground is now to be threatened by the proposal to build SFA on Site L13b. If this proceeds it will result in the loss of unique heritage forever. There will no longer be the view of the airfield and the rolling Stonehenge landscape that the early aviators experienced over 100 years ago. The importance of this site is well known and it seems inconceivable that it should be chosen for building construction of any type.</p> <p>To reinforce this, in 1970 a Concordat was drawn up between the MOD and the Ministry of Public Building and Works to ensure that no construction above a certain height should take place in this area. I am not aware that this agreement has lapsed in any way.</p> <p>The National Trust recognise the historic value of the Larkhill Landing Ground and for several years have sponsored the Wings Over Stonehenge Group to conduct guided walks to explain and illustrate the significance of the area and it's aviation past. The SFA proposal would almost certainly bring this activity to an end since the landscape that provides so much of the subject interest for these walks would no longer exist.</p> <p>In respect to early British aviation history and it's pioneers, I strongly urge the reconsideration of this site for possible building purposes, and the abandonment of the L13b proposal.</p>			<p>Site L13b has not been included in the final Masterplan.</p> <p>After careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.</p> <p>To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.</p>		
178	Peter Wicks	6 Newmans Way Bulford Wilts SP4 9HS	Resident		16/03/2013	E	
		<p>I have sent in a written contribution to the consultation. This is to underline 2 aspects, and add a further point.</p> <ol style="list-style-type: none"> 1. If plots B23 & B30 are to be used, then the copse should be left as is and not be felled. This would allow privacy between the existing and new estates, and prevent overlooking/overbearing given the difference in height. 2. Access to B23/30 via Newmans Way is UNACCEPTABLE to residents of Newmans Way. The road is not designed to be a thoroughfare. 3. New build to go on brownfield, not on greenfield (e.g. _not_ on areas used currently for agriculture). 			<p>The strip of woodland north of Site B23 will be retained. Site B30 has been omitted from the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>New development will be served by an access off Bulford Road. An option to create an access from Double Hedges is also being explored. The site will not be accessed through Newmans Way.</p>		
179	Timothy Brown	23 Swan Drive Staverton Trowbridge Wilts BA14 8UN			18/03/2013	E	
		<p>Paraphrased - Original saved as Timothy Brown Objection</p> <p>Specific concerns relate to the construction of Service Family Accommodation (SFA) on parcels of land owned by the MOD south of The Packway, in an area that lies within the designated Stonehenge World Heritage Site.</p> <p>Stonehenge is a beloved national icon and one of the country's most visited tourist attractions and I would advocate preservation of the open vistas enjoyed by visitors today.</p> <p>The English Heritage WHS Management Plan 2009 states the site is, '...globally important not just for Stonehenge, but for its unique and dense concentration of outstanding prehistoric monuments and sites, which together form a landscape without parallel.'</p> <p>The MOD previously agreed it 'would take no action which would increase the obtrusion of existing buildings and structures on the landscape seen from Stonehenge'</p> <p>The surviving flying sheds are 'among the most historically significant structures associated with the pioneering phase of powered flight</p> <p>Preservation of the view from Stonehenge, by restricting or stopping all development across the WHS, is not only important for the conservation of the ancient aspect of Stonehenge, its associated prehistoric features and the flora and fauna of a invaluable and rare chalk downland environment; but is also helping preserve a key aviation heritage site.</p> <p>General objection to further development at Larkhill south of The Packway as described in the Army Basing Plan on the grounds it would have a detrimental impact on the surrounding WHS and the visual amenity of views of and from the Stonehenge Landscape. Furthermore, such development would intrude on the existing open spaces that house a key site in our nation's aviation and military heritage. A site would be lost forever should Larkhill follow other early aviation sites across the country and disappear underneath a mass of modern development.</p>			<p>Proposed potential sites L13b, L2 and L18, which are located south of the Packway, have not been included in the Masterplan.</p> <p>The consultation is for the Masterplan, so at this stage we are not carrying out the design of detailed layouts, which will be done some time in the future. For information, if the areas being considered for housing development North East of Stonehenge were to be selected, the detailed designs would ensure that there was no adverse impact on the view of the sunrise at the stone circle. We are consulting with English Heritage, they are advising on the approach UNESCO would be likely to take (as they designate World Heritage sites) to ensure that there was no impact on the World Heritage Site.</p> <p>Furthermore, the MOD is working with Wiltshire Council, English Heritage and other key stakeholders to ensure that through the Environmental Impact Assessment (EIA) and 'appropriate assessments' under the Habitats Regulations, the development proposals mitigate any effects on these features of acknowledged importance. An Outline Environmental Appraisal (OEA) is being produced in support of the Masterplan. The OEA will evaluate any potential effects the proposed development may have on the environment and on features of acknowledged importance such as Stonehenge.</p>		

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180	Paul Labbett (Record of conversations at consultation event)		WYG Head of Building Design Cardiff		19/03/2013	P = Post E = Email C = Comments Box Other (Consultation conversations)
Paraphrased. Original saved as Paul Labbett Consultation				Comments noted.		
General issues raised at exhibition: Positive comments about the work being done. Questions around medical and dental care in Larkhill. It was explained at the time that healthcare was one of the areas being discussed between DIO/MOD and Wiltshire Council Query regarding the position of sites relative to Durrington Walls. It was shown on a map at the time that the preferred sites were not over the Durrington Walls, but North of the Packway. Question regarding the number of houses. It was confirmed at the time the circa 1200 figure for the number of new SFA and not 4000 as represented incorrectly in the recent press. Arthur Pendragon raised the issue of the sun-gap and the view from Stonehenge. General queries on Larkhill facilities, archaeology, and military archaeology, training levels on the plain, employment opportunities.						
181	Gordon Lewis (Record of conversations at Durrington Exhibition)		WYG Director		19/03/2014	Other (Consultation conversations)
Paraphrased - Original saved as Gordon Lewis Durrington Exhibition				Comments noted.		
Only one person attended the exhibition. He wanted to reiterate the comments on Bulford that he has already made in a response form. He was concerned with traffic issues and where a road access might be located and the effect this would have on existing junctions. The following comments were made in turn by 6 attending library volunteers: 1. Do not join Durrington to Larkhill, they are separate villages, the space should not be filled with housing. 2. Retain open space between Durrington and Larkhill. She took away a form to return later in the day 3. Durrington Town Council is organising petition against site L15b 4. Substantial concern in Durrington over the proposals to join the village to Larkhill. There has also been little advanced information about the consultation. They do not believe that the responses will be properly considered. 5. Believes that DIO and the Army have already made up their mind and that no one will listen to local concerns in Durrington. Too much weight is being given to the WHS Designation and not enough consideration to the views of local people in Durrington and Larkhill. If housing is located away from the base it will cause substantial traffic generation on an already congested network. 6. Does not understand why there is the strong local feeling for the need for separation between Durrington and Larkhill, as the two are joined as one community council. Believes that the WHS issues are being over emphasised and that DIO are doing a good job on reviewing all the issues. All those who raised issues/objections were informed that their comments would be considered and were directed to gov.uk website for further information						
182	Unstated	SP4 8HZ	Health Care Professional (otherwise unstated)		18/03/2013	C (Amesbury)
Transcribed - Original form saved as Green-Moss Amesbury Library				Concerns noted, through discussions with Wiltshire Council, DIO gained a much better understanding of capacity of existing infrastructure, including healthcare infrastructure. Baseline capacity and projected demand were assessed during the preparation of the final Masterplan. Upgrades to existing infrastructure and key items of new infrastructure required to support the incoming population will be considered in the Masterplan document. DIO will continue to work closely with Wiltshire Council during the planning application stage to plan for and provide the required additional infrastructure.		
Concerned, as a health care professional, that there isn't the capacity to cope with the size of the community we serve now. The extra influx of patients this will exacerbate an already dire situation. The health profession in the area is already at breaking point as the government has cut the public to the bone already and there is no flexibility left. At present GP waiting time is 3 weeks NHS Dentist capacity is full with waiting lists Hospital beds - availability stretched to the limit with even the overflow wards at full capacity. Finally, the roads at rush hour in the area are already swamped e.g. at peak traffic travel time to Salisbury from SP4 area averages between 60-75 minutes. Why not instead set aside a piece of training ground in the plain and build a new Garrison town or home all the troops in one place with new infrastructure built in?				traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.		
183	Jackie Clark	16 Churchill Avenue Bulford Village SP4 9HE	Resident		20/02/2014	C (Amesbury)
Transcribed - Original form saved as Jackie Clark Amesbury Library				Comment noted. Part of B6 has been included in the final Masterplan. B16 has been omitted as it is used as an attenuation pond to serve Canadian Estate. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). The detailed design of new SFA at planning application stage will be sensitive to the character of Bulford village. Particular attention will be given to minimising visual impact of new development from key vantage points.		
Preferred site B16 & 6 would be ideal for the SFA's. The site should not interfere with the 2 houses set in a rural setting but be big enough for the numbers required. Advise against building more shops and playgrounds. There are adequate facilities already and not building would ensure integration and economic survival for the garage/supermarket and pub already in the village. The village playground could also do with an upgrade and this could come out of building contributions.						
184	J&S Parker	2 Sunnyside Water Lane Enford Wilts SN9 6AP	Resident		27/02/2014	C (Amesbury)
Transcribed - Original form saved as J&S Parker Amesbury Library				No military housing is proposed at Enford. The intention is for new homes to be located close to existing bases to minimise travel time for personnel. The key unit locations for incoming units as set out in the Regular Army Basing Plan are Perham Down, Larkhill, Bulford and Tidworth. Consequently the areas of search for potential housing sites have been centred around these 4 bases.		
On board 3, you show in blue the MCA area around Enford. These are totally unsuitable due to recent flooding in Longstreet from underground springs. Also, Water Lane is a single lane outside of my property with no area for widening. Badendown Farm is isolated and is outside existing development areas. You should keep existing behind the wire sites.				The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).		
185	Lt Col JG Dunstone	Unstated	Unstated (MoD)		04/03/2014	C (Amesbury)
Transcribed - Original form saved as JG Dunstone Amesbury Library				traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment.		
A345 will need upgrading - 8,000 extra cars plus two distribution centres. Castle Road will not cope.						
186	Nigel Way	Fittleton House Fittleton Salisbury SP4 9QA	Resident		18/03/2014	C (Amesbury)
Transcribed - Original form saved as Nigel Way Amesbury Library				The intention is for new homes to be located close to existing bases to minimise travel time for personnel. The key unit locations for incoming units as set out in the Regular Army Basing Plan are, Larkhill, Bulford and Ludgershall. Consequently the areas of search for potential housing sites have been centred around these bases.		
Given that houses/accommodation have got to be built, has thought been given to using the old "Support Weapons Wing" (Avon Camp)? The camp is only used on occasion, but it is a horrid, derelict site which, given that it is behind the wire, might be much improved by the construction of family quarters - especially as the basics (electric/water/drains) are still there. I believe that it would really enhance the area if some of the old camp was used again as it would give the area some purpose. In addition/alternatively, how about some of the Airfield Camp at Netheravon?						
187	Nicholas & Jane Tuck	Orchard End House Bulford Village SP4 9EA	Resident		18/03/2014	C (Amesbury)

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Transcribed - Original form saved as N&J Tuck Amesbury Library				The detailed design of new SFA at planning application stage will be sensitive to the character of Bulford village. Particular attention will be given to minimising visual impact of new development from key vantage points.		
Bulford Village is very much a rural community and any major building development is likely to transform it into a military township. This is not acceptable. The SFA dwelling numbers projected for the Bulford Area should be confined to areas B19, B7, B16 and B6 The roads leading from Bulford Camp through Bulford Village are already over used. As part of the SFA build, a new road should be built to ease pressure on the existing network. Community facilities such as schools and shops should be confined to the Bulford Camp Area.				Preferred Site B6 has been included in the final Masterplan. Sites B16, B19 and B7 have been omitted from the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan. Through discussions with Wiltshire Council, DIO gained a much better understanding of capacity of existing infrastructure. Baseline capacity and projected demand were assessed during the preparation of the final Masterplan. Upgrades to existing infrastructure and key items of new infrastructure required to support the incoming population will be considered in the Masterplan document. DIO will continue to work closely with Wiltshire Council during the planning application stage to plan for and provide the required additional infrastructure.		
188	R Atwood	740 Netheravon Rd Durrington Salisbury SP4 8AX	Resident		21/02/2014	C (Amesbury)
Transcribed - Original form saved as R Atwood Amesbury Library				Land at site L17a and land east of L17a (to the north of Stonehenge Golf Centre) have been included in the final Masterplan.		
Can you tell me why the area between 15b & 17a is not a consideration for building on. This will move any new housing away from the A345, following the wishes of the majority of Durrington Villagers. This would also enlarge the area around 17a, allowing the houses to be built in one area near the Larkhill Camp.				Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill which will mitigate potential coalescence.		
189	Record of Conversations at Amesbury Consultation 18/3/14				18/03/2014	Other (Consultation conversations at Amesbury)
Two members of "Army Welfare from Bulford". Requested more information on family numbers. Advised to contact Army basing team - contact details provided for Lt Col Jon Fox. 2 (Wilts) Councillor David Pollitt asked for more information. Advised what was on the Gov.Uk website and given a leaflet with the web address. As he is a Wiltshire Councillor also advised to contact Kevin Ladner, phone number provided. 3 Unknown lady - discussion on school numbers and the need for additional schools. Advised that we are liaising with Wilts Council who have the responsibility for providing additional schools. Military dependent children numbers will drop initially before increasing in 2017/19 and potential funding issues on school numbers are being looked into by WC. 4 Unknown lady - Bulford resident. Location of sites in Bulford discussed, appeared to be relatively content with preferred sites. Provided explanation of potential size of the SFA estate relative to the site areas. 5 Governor of Amesbury CE Primary School - school numbers discussed and Wilts Council activity on numbers. I mentioned the schools consultation that had been held, she said that she had been told by the school that they had not been invited. I showed her the invitation email dated 14th Feb with their admin address on it - she departed, I think to see the school secretary. 6 Unknown lady - queried what was being done at Upavon as there were not sites shown. Explained that the number of military personnel moving in was matching the number moving out and there was no need for SFA at the site. Also given the army need for SFA to be near their place of work it was too far for the other camps. 7 Nigel Way - Queried why the existing airfield at Netheravon and the adjacent "Support Weapons Wing", which was very run down and industrial but would have services to it, could not be used. Showed him the heat maps and explained that the area scored quite low on the initial site sift, location relative to camps and potential problem with the road in the narrow valley. Asked for a contact at DIO for land disposals (provided later by email). 8 Unknown gentleman - interested in the Tidworth area and queried if we would be using any sites around Tidworth House, I explained that these had been deleted at an early stage.				Record of conversations noted.		
190	Colonel N. Channing Williams	Orchard Cottage Salisbury Road Bulford SP4 9DF			19/03/2014	Other Consultation conversations at Tidworth (With Alice Broomfield)
<ul style="list-style-type: none"> Wanted to know why site B22 in Bulford has now been omitted. This is a Brownfield site with existing infrastructure which would be ideal for one major unit. Why is site T19 potential and not preferred? There is no mention of playgroups - they should be custom made for new housing and not simply rented. Provision of medical and dental facilities will need to be increased, no dental services in Amesbury. Wanted to know where each specific unit coming to Salisbury Plain and where exactly they would be located. Mentioned that there is tension between Hampshire and Wiltshire as Hampshire children take the bus to school for free. 				<p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Further information on unit locations can be found in the Masterplan and Planning Context Report.</p> <p>DIO has gained a much better understanding of capacity of existing infrastructure. Baseline capacity and projected demand were assessed during the preparation of the final Masterplan. Upgrades to existing infrastructure and key items of new infrastructure required to support the incoming population will be considered in the Masterplan document. DIO will continue to work closely with Wiltshire Council during the planning application stage to plan for and provide the required additional infrastructure.</p>		
191	Martin Romilly (Retired Officer)	Tel 01980633553	Retired Officer (otherwise unstated)		19/03/2014	Other Consultation conversations at Tidworth (With Alice Broomfield)
<ul style="list-style-type: none"> Gave order of preference for sites in Bulford: 1) B19, 2) B16 and B7 3) B6 and B23. B9 not a good site for development. Wanted to know whether officer's houses would be planned for same area or different area to soldier accommodation. In terms of existing infrastructure, the GPs and dentist are at capacity and there are only two little shops in Bulford. The road infrastructure is an issue - avoid vehicles driving through the village. Would like to have data for actual population - split by area. How many soldiers, spouses and children coming in to each area. Gave order of importance for his concerns: 1) road infrastructure 2) order of sites 3) medical facilities 4) schools provision 				<p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Further information on final SFA locations can be found in the Masterplan and Planning Context Report.</p> <p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p>		
192	Peter	Tidworth	Resident		19/03/2014	C (Tidworth)
Bulford Road is extremely busy; the current VCP (vehicle check point) is not fit for purpose. There should be a new, additional VCP on the western edge of the camp to stop tracked vehicles coming through the village and traffic jams on the main road.				Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the Special Landscape Area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Garrison will be developed in Perham Down/Ludgershall.		
193	Unstated				19/03/2014	Other Consultation conversations at Tidworth (With Alice Broomfield)

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194	Peter Casson-Crook	Bulford Road Tidworth	Resident		19/03/2014	E
195	Samantha Considine	Tyrone Avenue Bulford Barracks	Resident		20/03/2014	E
196	Melanie Beardsly	4 Maple Way Durrington SP4 8RJ	Resident		13/03/2014	P
197	Bird	35 Newman Way Bulford	Resident		19/03/2014	P
198	Mrs Wynne McGawn	16 Newmans Way Bulford SP4 9HT	Resident		03/03/2014	P

• How will the army integrate with the civilian population?
• The communities coming into Salisbury Plain – how can they benefit us, what skills do they have? What jobs will the rebasing provide for locals?
• Would it be possible to develop a specialist industry for the area in line with the skills of the local area and new incoming population, for example, medical research.

A key objective of the ABP is to deliver balanced and sustainable communities. This is especially important in the context of the 'New Employment Model' which will offer greater domestic stability to army personnel and their dependants. It is envisioned that personnel will be stationed in the Salisbury Plain area for longer periods of time than was previously the case, thus allowing the incoming population better opportunities to integrate with existing communities. The purpose of the Masterplan is to provide the framework to facilitate the delivery of balanced and sustainable communities.

In the delivery of the works, both behind the wire and within the broader communities a range of Contractors will be required. DIO have yet to fully identify a commercial strategy to deliver these works however we anticipate that the local economies will benefit from the money planned to be spent in the area. National Government guidance will be followed on awarding these contracts. That guidance addresses issues such as local sourcing.

As the Army presence grows there will inevitably need to be an increase to the current level of civilian personnel required to service their needs. There is a study currently being carried out which addresses specifically this matter. It is not a part of the Army Basing programme of works however therefore we are unsighted as to when the report will be completed.

Please accept the following comments regarding Army Rebasing Consultations. Tidworth.
I live on Bulford Road in Tidworth, we have lived here for over 30 years. It is a residential C Class road. Unfortunately, when Tidworth Camp was much smaller, and with far fewer Mil & Civ pers working within, a Main Entrance Vehicle Check Point (VCP) was established at the Southern end of Bulford Road. Prior to that it was an open camp with many entrances (pre IRA activity late 80s). Therefore, Bulford road became the main feeder road to the entrance to the camp. That decision (without consultation) caused Bulford Road to become much busier. We have, therefore, suffered increasing volumes of traffic as the Garrison has gradually increased in size.

Since then, the Garrison has grown massively in size, both geographically and with the number of Mil/Civ personnel who need access and egress from the Camp. Now, with the further increase in the size of the Garrison, due to the Army Rebasing Plans, the problems of excessive traffic trying to get into the one existing main and 2 smaller VCPs will become untenable. It should be noted that the problem is not confined to the morning and evening 'rush hour'. All manner of journeys are made by hundreds of personnel, along with civilian contractors and deliveries throughout the day.

I have spoken to other residents along the Bulford Road and it is our seriously considered opinion that the existing VCP No 2 - the main one, is no longer fit for purpose. To solve the problem, which will get worse unless action is taken, please accept the following proposal.

Within the overall plans for the Rebasing programme, a new Main Camp Entrance should be planned and constructed to the West of the Garrison boundary along the 'concrete road'. A fit and proper 'super' entrance to facilitate the traffic levels commensurate with a modern 'super' Garrison. The benefits would be self evident:

All traffic coming from the south (Bulford/Larkhill camps etc) along the C11 could then turn left into VCP 1 or a now smaller downgraded VCP 2. Traffic from the North on the A338 would use the new VCP and thus would not need to enter the town of Tidworth. Perhaps Wiltshire Council could be persuaded to build a roundabout at the A338 Junction.

Traffic from Ludgershall would use the new (Persimmon) link road to also get to the new VCP. Again, not entering Tidworth town. Traffic from the South on the A338 would continue North to the new VCP. This traffic remains on the main A class road through the town. Traffic exiting the camp to visit the town centre could then use VCP 3 as a convenient short cut.

A logical, pragmatic, efficient system for access to / from the Super Garrison from all directions and the residential stretch of Bulford road would see traffic levels return to a more acceptable level.

There is one other urgent comment to make. Class A (Tracked) Mil vehicles should not have to travel along the residential stretch of Bulford Road. There are many alternative routes that could be taken without undue inconvenience in the process of driver training.

Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the Special Landscape Area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Garrison will be developed in Perham Down/Ludgershall.

Hi I live on Tyrone avenue, Bulford barracks, I have noticed a lot of people picking up after their dogs but leaving it on the floor in a bag, maybe more bins around the estates for people to put their dog poo in might help this. Thank you.

The consultee was provided with a direct response on 21 March 2014, text below:

Samantha
I can understand your concerns but as a subject it does not really come under the remit of our master planning for the Army Basing developments.
Wiltshire Council have a website for reporting such matters, including dog mess and probably requests for dog mess disposal bins:
<http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/mywiltshirereport.htm#Roads-what-can-I-report-report-Anchor>

Transcribed - Original saved as Posted Comments
I feel the proposal for siting the houses within Larkhill is the best as families will be able to walk to the existing amenities. My main concern is the introduction of a primary school to accommodate the rising numbers of children including nursery provision as otherwise all local schools will be full of classes of 30+ which would impact on the quality of education for all concerned.

The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
Further information on final SFA locations can be found in the Masterplan and Planning Context Report.
Wiltshire Council have confirmed that local primary schools in Larkhill will be unable to sustain much development beyond 150 homes. If a large level of development were to be located at the settlement, a new two form entry school would be required. In addition to this capital requirement, some 1.8 hectares would be needed. An indicative location for a new school is identified in the Masterplan.

Transcribed - Original saved as Posted Comments
Bulford Village should remain a village. The proposal to build SFA on site B23 would affect peace and tranquility of the area. The woods on this site have become a haven for birds and wildlife which would be destroyed - presumably no Parish Councillor lives next to the woods otherwise they would not be recommending it!!
The area by the Canadian estate would be the ideal location, there are at least facilities for families near the camp, there are none in the village.
I have worked for the military for 30+ years and welcome them back home, but to relocate them so close to the 'old village' would be an infrastructure nightmare.

Preferred site B23 has been included in the final Masterplan, however, the strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.
Comments regarding the Canadian Estate are noted. It is preferential for new military families to be located in proximity to existing military families so as to foster integration.
The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
Further information on final SFA locations can be found in the Masterplan and Planning Context Report.
The detailed design of new SFA at planning application stage will be sensitive to the character of Bulford village. Particular attention will be given to minimising visual impact of new development from key vantage points.

Transcribed - Original saved as Posted Comments
As a resident of Newmans Way Bulford I will be affected by the proposal to build houses on the site B23. I have really no objection to the building of the houses on the area as an ex army wife, I would be a bit hypocritical to do so. My only reservations are that I would object to the removal of the band of woodland which lies between Newmans Way and the proposed building site. The removal of the woodland would, in my opinion, result in the loss of a pleasant outlook and amenity space for both the villagers and our new neighbours.

The strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.

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Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code
199	Williams	8 Newmans Way, Bulford Village, SP4 9HT	Resident		13/03/2014	P = Post E = Email C = Comments Box P
Transcribed - Original saved as Posted Comments						
<p>I have lived in Newmans Way, Bulford since 1972 and have worked as a Civil Servant most of my working life. Without the Military in Salisbury Plain where would we be?</p> <p>No houses should be built within the centre of the 'old village', it would ruin what is left of its look.</p> <p>I think the Army's plan to develop the estate opposite the Canadian Estate is the correct one. It is nearer the camp area to all the amenities there. Other sites could be along the centre barracks and the old Sling site?</p> <p>I do not know why the Parish Council prefers the field next to Swattons Close and Newmans Way, they are not informing us residents so we need to take some action about that.</p> <p>We have been hearing that the trees would be removed, if that is the case we would be extremely unhappy about how that would affect the wildlife. We would have no birds in our garden!!</p> <p>Other points..volume of traffic, no shops in the village, schools, doctors?</p> <p>I hope you push for your site because whatever the agenda of the Parish Council...not thinking about residents of the village.</p>				<p>The strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.</p> <p>The detailed design of new SFA at planning application stage will be sensitive to the character of Bulford village. Particular attention will be given to minimising visual impact of new development from key vantage points.</p> <p>Comments regarding the Canadian Estate are noted. It is preferential for new military families to be located in proximity to existing military families so as to foster integration.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Further information on final SFA locations can be found in the Masterplan and Planning Context Report.</p> <p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p>		
200	Whelan	29 Newmans Way Bulford Village SP4 9HT	Resident		?	P
Transcribed - Original saved as Posted Comments						
<p>In respect to the question on the comments form;</p> <ol style="list-style-type: none"> 1) Protection of the quality of rural life 2) A Rural Village atmosphere with flora and fauna conservation 3) Protection of wildlife & flora & fauna 4) Over development of rural way of life 5) Sites B7, B16, B17 & B24 are near an existent army estate and nearer to army base and shops. No to site B23 because of the copice which needs to remain because of wildlife. No to B30, village not big enough for more houses under Parish Council. 6) More shops will be needed and a new school 				<p>Site B23 has been included in the final Masterplan, however, the strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.</p> <p>Proposed potential site B30 has not been included in the final Masterplan.</p> <p>Comments regarding the Canadian Estate are noted. It is preferential for new military families to be located in proximity to existing military families so as to foster integration.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Further information on final SFA locations can be found in the Masterplan and Planning Context Report.</p> <p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p>		
201	??	22 Churchill Ave Bulford Village	Resident	Unstated	?	P
Transcribed - Original saved as Posted Comments						
<p>Regarding the questions on the comments form;</p> <ol style="list-style-type: none"> 1) Larger school, shops, dentist, doctors, playing fields 2) Being able to walk over the ranges - watching wildlife flowers and grasses. The field proposed in High Street Bulford Village has a public footpath and it floods a lot. Also, the land by the driveway floods. The trees bordering Newmans Way and Swattons Close are full of wildlife and are play dens for children. The field could be built on without destroying the trees, there are public footpaths into these fields which are walked frequently. <p>Carter Barracks was a small village when I was a child (70 years ago) and would be adjacent to Bulford Camp.</p>				<p>Site B23 has been included in the final Masterplan, however, the strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.</p> <p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p>		
202	Unstated	Churchill Avenue, Bulford	Resident	Unstated	26/02/2014	P
Transcribed - Original saved as Posted Comments						
<p>Myself and my family have lived in Bulford all of our lives. We work for the MoD and have chosen to live closely with the Army. The fact that the military own the plain has kept it free of buildings. The green surroundings are what makes the village an enjoyable place to live, freedom for the children and our pets, dogs and horses. Build on it by all means but sympathetically to everyone in the area.</p> <p>I do ask that you leave the green ribbon of trees that run parrallel to Churchill Ave alone. It is only small but brimming with the most fabulous wild life, provides shelter from the worst winds for our homes and gives us all the feeling of well being. You are swallowing up the village, taken over the village school and dictate our movements to a certain level. We live with this, but start taking away the things that make this place lovable and you loose the trust, respect and compliance of the village folk. Really is that little wood worth the trouble its destruction is going to cause?? Please don't make me chain myself to those beautiful trees, i'm too old!!</p>				<p>The strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.</p>		
203	Peter & Monika Bakor	2 Newmans Way Bulford Village SP4 9HT	Resident	Unstated	24/02/2014	P
Transcribed - Original saved as Posted Comments						
<p>The army quarters should be built by the existing camps i.e Larkhill/Tidworth. Please leave Tidworth as it is. That is why we choose to live here, because its a village not a camp.</p> <p>Also, object to the trees being cut down losing wildlife and birds.</p>				<p>Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the Special Landscape Area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Garrison will be developed in Perham Down/Ludgershall.</p>		
204	Mr Scammeth	36 Churchill Ave Bulford Village SP4 9HE	Resident		25/02/2014	P
Transcribed - Original saved as Posted Comments						
<p>Bulford Village is a lovely peaceful place. Why spoil the environment and views with more houses for army. Larkhill and the surrounding area has more than enough land to put the houses in. Durrington to Larkhill have plenty of land opposite the garrisons, all the land in which you need.</p> <p>If houses go into Bulford Village i.e. camp of the back off the field by Newmans Way and Swattons...increase in traffic levels. You will need a bigger school and shops. It would spoil the barely walk public byeways.</p> <p>Therefore I think it would be most appropriate to put the housing over to Larkhill or to the back of the Bulford Camp (Center Barracks) in which was used by the army many many years ago.</p> <p>Please do not spoil Bulford Village with more houses.</p>				<p>The intention is for new homes to be located close to existing bases to minimise travel time for personnel. The key unit locations for incoming units as set out in the Regular Army Basing Plan are, Larkhill, Bulford and Ludgershall. Consequently the areas of search for potential housing sites have been centred around these bases.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Further information on final SFA locations can be found in the Masterplan and Planning Context Report.</p>		
205	Mrs M Baggott	10 Newmans Way, Bulford SP4 9HT	Resident	Unstated	19/03/2014	P

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Transcribed - Original saved as Posted Comments				The strip of woodland south of Bulford serves as a good landscape buffer between the housing on Newmans Way and Swattons Close and the preferred SFA sites, and will be retained.		
206	Mrs J. White (Clerk)	22 High Street Ludgershall Andover Hants Sp11 9PZ	Ludgershall Town Council		20/03/2014	E
Dear Sir Madam, Army Basing Salisbury Plain, Ludgershall Town Council will be happy to work with the Military DIO and Wiltshire Council for the army basing programme in our area and trust we will be fully consulted before final decisions are made on housing, infrastructure (including additional provision for local schools and upgrading of access road to existing Castle Primary School) and the transport plan for the whole area. The Town Council would also be interested in discussing further the release of potential MoD land for additional allotment site as we already have military families as allotment tenants.				Noted. DIO met with Ludgershall Town Council on the 8th May 2014 to discuss the emerging Masterplan. Further details can be found in the Statement of Community Involvement.		
207	Bill Williams	Unstated	Unstated		21/03/2014	E
I just wanted you to know I fully and utterly support you in your plans for Stonehenge. It'll still be there so it doesn't matter what you do, I hope you don't bow down to a few hippies with nonsensical, romantic notions that really don't matter in the general scheme of things. Good luck with your project, I hope it goes through				Noted		
208	Tom Jones	Unstated	Unstated		25/03/2014	E
Hi, I am wishing to receive more information on the application to build on Salisbury Plain. many thanks T.Jones				Consultation material is posted to the gov.uk website: https://www.gov.uk/government/consultations/salisbury-plain-training-area-master-plan-army-basing-programme A further round of consultation is due to commence in May 2014 to give residents, members of the community and stakeholders an opportunity to comment on the proposed final masterplan document.		
209	Sarah Rushton	Unstated	Unstated		25/03/2014	E
Dear MOD Please can you find an alternative area to build your new development? Thank you. Kind regards Sarah Rushton				Due to the nature of the units being sited on the Plain as a part of Army 2020 Reaction Force the Plain is the only place in the country which can accommodate the complex and demanding training exercises needed to maintain operational effectiveness.		
210	Rex Hanman & Sheila Pearson	Bulford Road Tidworth	Resident		27/03/2014	E
Dear Sir/Madam Having been residents of Bulford Road for 32 years, we have inevitably seen an increase in the traffic on what used to be a minor road. This was greatly exacerbated by the changing of the vehicle checkpoint but recently this seems to be becoming more of a problem. Traffic at times is now backed up the road in a solid queue and between the normal morning and evening "rush hour" times, it is becoming an increasingly lengthy procedure to infiltrate the traffic from our drive. With the expansion of building programmes and the expected increase in the local population, would it be possible to move the checkpoint to a different location? Access to the camp ought to be possible, without vehicles having to enter Tidworth ie somewhere along the A338 via one of the many existing tank tracks. I realise that in this day and age, traffic problems are a fact of life, but wonder if there is some way, in which in this instance, life could be made easier for both the army and the residents in Tidworth. Rex Hanman and Sheila Pearson				traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas could then be developed. Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the Special Landscape Area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Garrison will be developed in Perham Down/Ludgershall.		
211	Councillor Mark Connolly	Tidworth	Wiltshire Councillor for Tidworth Tidworth Deputy Mayor		28/03/2014	E
Paraphrased - Original Saved as Wiltshire Councillor Connolly Email Pleased that SFA are to be located where soldiers are based. With this in mind the majority of housing should be located in Larkhill/Bulford as they have good local services for troops and family. The impact upon the local highway network should not be underestimated No more than 200 SFA should be required for each of the areas of Tidworth and Perham Down. The totality of developments and purchases means that the work of the Tidworth Community Area Partnership over the last 20 years is being re-verse engineered at a time Tidworth was supposed to be being rebalanced through open market housing. Disappointed that the North West Quadrant, which had been identified in the Tidworth Community Area Plan as possible open market housing for the future, is to be used for c200 SFA. Only supports this use on the basis that the rest of Site T15, T16 and T19 are released for civilian/open market housing in the future Content with the small site at T12 to the South of the town to be used for SFA as it is effectively in-fill Disappointed that site PL2 (East boundary of the settlement) is not on the preferred list. Perham Down residents feel isolated with no facilities and few buses. The addition of a further 200 properties may assist with a new shop being provided and better links to Tidworth/Ludgershall One area of major concern is the lack of expansion opportunities for the Wellington Academy Hope the impact of the additional 360 SFA at T14 and T11 (the former Site 19 development) are also taken into account, even though they are not part of Army Basing. Please acknowledge receipt of this e-mail				Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the Special Landscape Area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Garrison will be developed in Perham Down/Ludgershall. In total 300 SFA will be developed in Perham Down/Ludgershall. traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment.		
212	Jill Martin	Unstated	Unstated		28/03/2014	E

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Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code P = Post E = Email C = Comments Box
213	Mark Baker	Unstated	Larkhill Business Group		29/03/2014	E
214	Claire Ridge (Clerk)	Unstated	Rushall Parish Council		30/03/2014	E
215	Paul Timlett	Unstated	Unstated		31/03/2014	E

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216	Robin Priestley	40 Bowling Green Lane London EC1R 0NE	98 Degrees		31/03/2014	E
217	Gordon Cook	Bourne Court, Ragged Appleshaw, Andover SP11 9HX	Unstated		31/03/2014	E
218	Pewsey Community Area Partnership	Unstated	Pewsey Community Area Partnership		31/03/2014	E

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Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code P = Post E = Email C = Comments Box
219	Kate Fielden	Unstated	Stonehenge Alliance		31/03/2014	E
220	Alistair Sommerlad	Unstated	Stonehenge and Avebury World Heritage Site Partnership Panel		31/03/2014	E

Paraphrased - Original saved as Pewsey Community Area Partnership

On 17 th March 2014, PCAP held a meeting on Army Rebasing (also attended by Colonel Gosling) to provide information to Parish Councils, schools and others in the Pewsey Community Area on the Defence Infrastructure Organisation's (DIO) Masterplan which is the document currently in consultation. The meeting enabled examination of the potential impacts of the Masterplan by those directly and indirectly affected and consideration of the outward ripple effect from the corridor of development that will take place.

This document summarises the issues and ideas that were discussed which should feed into the consultation.

PCAP welcomes the potential opportunities that the Army Rebasing presents to the Pewsey Community Area, being an area adjacent to the major planned developments. However, there are some concerns, mainly in those areas where the impact is not clear or not yet understood. Further clarification, discussion and involvement on these topics would be very welcome so that the necessary plans can be put in place

Transport

A342 & A345 are the main links in the area and are very busy, with serious accidents a regular occurrence. Road surfaces are poor. There may need to be an increase in public transport if there are more people based in Upavon. Understanding the impact on public and private transport at this stage is difficult as the DIO has stated that work on this area has only just started. CATG (Community Area Transport Group) should raise the increase in population and potential demand in response to the current Wiltshire Council Public Transport consultation. Because work in this area is embryonic, DIO should continue close consultation with the Community Areas affected during their fact finding period.

Health

Parish Councils need to make sure the GP practices are thinking about the impact of these population increases.

Comments noted.

Paraphrased - Original saved as Stonehenge Alliance response

We consider any proposals for further development at Larkhill to be unwelcome, for the reasons we have given. We particularly object to any proposals for built development that would be visible by day or night from the WHS or interfere with solstitial alignments which may have had meaning for those who built Stonehenge (cf. Stonehenge WHS Management Plan Policy 3d). We therefore have strong objections to proposals for potential development located south or just north of the Packway, notably areas L.2, L13b, L15a, L15b and L18, i.e., all of the 'High Level Site Sift' areas set out under 'Consulting for a Master Plan: 4 Larkhill'. 'Mitigation' by tree planting in these areas would not suffice to overcome our objections.

Road transport

The Consultation documentation mentions the need for assessment of road junctions at Countess, Longbarrow Roundabout and Airman's Corner (now a roundabout also). All three of these junctions have undergone major changes in recent years, to the severe detriment of the World Heritage Site and its setting. Problems of traffic flow resulting from recent works at Longbarrow Roundabout and the closure of the A344, are giving rise to local pressure for dualling the A303. Further housing and activity at Larkhill could only exacerbate the situation for all concerned, with further implications for the well-being of the WHS.

Natural Environment

The use of water derived from the River Avon SAC catchment area and discharge of harmful waste or chemicals into (or ultimately into) this SAC are a particular concern for a water resource already known to be over abstracted. European protected sites and species cover considerable tracts and watercourses in the Larkhill area and are protected by law under the Habitats Directive. The impacts of development upon such sites and species ought not initially to be the subject of consultees' preferences, since there is a legal responsibility on behalf of HMG to protect them from any adverse impacts at all. Impacts of development on European designated sites and protected species are not to be measured by scales of magnitude of impact (e.g., IER Tables 6.1 and 6.2): since any unavoidable adverse effect, either individual or cumulative, is to be considered unacceptable in such cases. Thus the methodology outlined in the IER is invalid for compliance with the Habitats Directive.

Although it might be claimed by HMG that there is an overriding public interest in new development at Larkhill, it would at the same time appear to us perverse to suggest that this is the only location where development of the kind proposed could take place.

Furthermore, in view of the very high concentrations of internationally designated and protected sites in the vicinity, we urge HMG to reconsider its proposals for Army rebasing at Larkhill and to make a firm commitment to rehabilitate the WHS in the longer term, thereby helping to ensure that harm to the natural and historic environment of the area around Larkhill is avoided.

The areas north east of Stonehenge have not been selected for development of SFA. Therefore there will be no adverse impact on the view of the sunrise from the stone circle. See Masterplan for further details.

The sites south of the Packway have been omitted from the final masterplan. DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.

To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.

traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.

Due to the nature of the units being sited on the Plain as a part of Army 2020 Reaction Force the Plain is the only place in the country which can accommodate the complex and demanding training exercises needed to maintain operational effectiveness.

The intention is for new homes to be located close to existing bases to minimise travel time for personnel. The key unit locations for incoming units as set out in the Regular Army Basing Plan are Perham Down, Larkhill, Bulford and Tidworth. Consequently the areas of search for potential housing sites have been centred around these 4 bases.

Wessex Water has confirmed that sufficient capacity is available within existing abstraction licences to serve the uplift in water supply demand for the proposed development at Larkhill (based on demand generated by 540 SFA). See the Outline Environmental Appraisal for further information.

As Chair of the Stonehenge and Avebury World Heritage Site (WHS) Partnership Panel, I am writing to comment on the MOD (DIO) Army re-basing project as part of the 2014 consultation on options set out in the Masterplan for the Salisbury Plain Area.

Although we understand the need for new construction and development to support the return of Armed Forces personnel from overseas, we must oppose any proposals which would threaten the designation of the area as a World Heritage Site. This designation is founded on characteristics known as the Outstanding Universal Value (OUV). Proposals in the Masterplan which include potential development within the WHS boundaries, and developments North of the boundary which would adversely affect the setting.

The proposal in 1986 by the United Kingdom Government to inscribe Stonehenge and its associated ancient monuments and landscape as a World Heritage Site was accepted by the United Nations UNESCO body because of the area's outstanding monuments and setting. This OUV, ratified by UNESCO in 2013, is based not on the monument of Stonehenge alone but on the unusual preservation of a wide range of neolithic and later monuments in a relatively undisturbed landscape setting. This landscape and the relationship of the monuments to it, is what gives the World heritage Site its unique value. It allows us and future generations to discover the history, life and beliefs of those who lived in Britain and Europe four thousand and more years ago.

The role of the Partnership Panel is to protect and promote the World Heritage Site. It is clear to us that construction within the WHS boundaries would pose a significant threat to the OUV of the site and therefore would put at risk its status as a World Heritage Site. Mooted options for housing south of the Packway in Larkhill fall clearly into that category. The World Heritage Site Partnership Panel would oppose these options being pursued. Such development may well lead to UNESCO publicly questioning the ongoing inscription of the Site on the World Heritage List. This would be a significant step to take and would have consequences beyond the immediate Stonehenge area, compromising other Wiltshire sites such as Avebury, and the UK Government's standing in UNESCO.

We are fully aware of the need to rehouse Armed Forces personnel and their families on return from Germany and do understand that the selection of appropriate sites for development is not an easy one. We look forward to welcoming these families to visit, enjoy and contribute to the World Heritage Site. It is most encouraging that your proposals promise that 'The strongest weight will be given to the World Heritage Site in discussions.' (Planning Context Report of Feb 14). Please do consider the Partnership Panel, which represents all the stakeholders, as a focal point with which you can expect constructive engagement and consultation as your plans mature.

No SFA development is planned within the World Heritage Site. DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.

To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.

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Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code
221	M Alexander	Bulford	Unstated		31/03/2014	E
<p>I would like to register my objection for the use of site B23. This land is directly behind my home and I feel that the building of new homes on this land would have a huge effect on not only my own home but also that of my neighbours. At present we enjoy a morning view of the sun breaking through the trees in the morning as well as our children growing up being able to watch the wildlife contained within those trees. This was one of the main deciding factors in the purchase of our home. The building of houses on site B23 would not only take away one of the appeals of the homes on Newmans way, but also block natural light into our gardens. The other main issue is the loss of privacy for our gardens and bedrooms to the rear, Homes built on B23 would have a ground floor level with the bedrooms of Newmans way also a view down into the gardens. Again the fact that my property was not overlooked from the rear was a factor in the purchase. Although not of immediate concern, potential loss of resale value and appeal of the property spring to mind, should I wish to move on in the future.</p> <p>There appears to be no indication of access roads on the plans, so, is there the possibility of Newmans way becoming a through road? Surely site B7 or site B30 would be better suited as they have direct access to main roads already, also they do not encroach on existing properties. Site B19 is on camp, so would encourage the green travel aspect of your planing as distance to work would be just a walk. I think that building on B23 would result in a large increase in traffic through the village causing more congestion at the already busy cross roads, I see on my way to work in the mornings, a lot of people driving from one side of the road to the other at Larkhill, so have no reason to doubt that this would be the case in Bulford.</p>				<p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>Most of the new SFA in Bulford will be located close to Canadian Estate as it is preferential for new military families to be located in proximity to existing military and civilian families so as to foster integration.</p> <p>The detailed design of new SFA at planning application stage will be sensitive to the character of Bulford village. Particular attention will be given to minimising visual impact of new development from key vantage points.</p> <p>The strip of woodland serves as a good landscape buffer between the housing on Newmans Way and Swattons Close, and will be retained.</p> <p>New development will be served by an access off Bulford Road. An option to create an access from Double Hedges is also being explored. Further transport assessments will need to be undertaken at planning application stage to determine whether this would be a feasible proposal.</p>		
222	Selig Finklaire	Dairy Cottage, Kings Stables, Upper Woodfood, Salisbury SP4 6PA	Unstated		01/04/2014	P
<p>Transcribed - Original saved as Selig Finklaire</p> <p>Amesbury is already divided between the Town Centre and Solstice Park. Consideration needs to be given to further growth and where it should be. New and improved local services might then be planned including hospitals, and medical facilities, transport, retail outlets and enlarged parking areas. With many additional serving personnel and their families including those in single living accommodation, leisure facilities will be most important, both for them and for local residents.</p>				<p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p>		
223	Anon	Unstated	Unstated	Unstated	24/02/2014	C
<p>Transcribed - Original saved as Ex Army Teacher</p> <p>Do not want Larkhill and Durrington connected as one big village, losing their individual identity. Upgrading of bus services urgently required. Local dentists do not take NHS patients.</p>				<p>Land at area L15b has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill thus mitigating potential coalescence.</p> <p>Our latest calculations suggest that the incoming population will generate a demand for 1.64 dental practitioners to support that population. See Masterplan for further information.</p>		
224	Val Scrase Head of Children and Young People's Community Health Services (Wiltshire)	Great Western Hospitals NHS Foundation Trust Wilton Health Centre, Wilton, Wiltshire SP2 OHT	Great Western Hospitals NHS Foundation Trust		03/04/2014	E
<p>I am responding on behalf of children and young people community health services following the consultation event that you held in Tidworth and requesting further information on what services would be required to support the project and how they would be delivered.</p> <p>We have estimated that, based on the numbers of families and children moving to the area and the national guidance around caseloads and prevalence of health needs within the his population, that we would require the following additions to our staffing and services:</p> <ul style="list-style-type: none"> • Health Visiting – 2.5 wte additional HVs and support staff • School nursing – 2.5 wte school nurses and support staff • Speech and Language therapy – 2 wte therapists and support staff. • Child Health information team – to manage and monitor screening and immunisations – 2 wte staff. <p>We would work closely with the army health services, GPs and educational establishments to try and deliver these services in health or education settings and as near home or bases as possible.</p> <p>Regards, Val.</p>				<p>Comments noted.</p>		
225	Natalie Travis (Turning Point)	Cheviot House, 67-73 Castle Street, Salisbury, SP1 3SP	Turning Point		02/04/2014	C
<p>Transcribed - original saved as Natalie Travis</p> <p>I am writing as the Operations Manager of the Wiltshire Substance Misuse Service; we provide an integrated drug and alcohol service that serves the whole of Wiltshire and provides a range of interventions for all drug and alcohol users. This service is provided by Turning Point and began 1/4/13. There is growing concern from the service and it's commissioners (Wilts Council) about the impact that re-basing will have on the service. There has been no consultation with service who's design and staffing is based around current need and does not include the addition in the local community. Our experience tells us the drug and alcohol services invariably see high levels of problematic and dependent alcohol use, amongst army personnel and their families. We would appreciate being included in on-going consultation as this is of a direct impact on the service.</p>				<p>WYG (Consultants to DIO) responded directly to the consultee - text below:</p> <p>-----</p> <p>Thank you for your response form on Army Basing, which I collected today from Salisbury Library.</p> <p>WYG are the consultants preparing the Masterplan for DIO and conducting the public consultation on their behalf.</p> <p>We have been in consultation with Wilts Council since last year on Army Basing involving the Planning Department, and through them the various specialist departments including health. There was a special consultation presentation meeting held at the Tidworth Garrison Theatre on 3rd March for medical, dental and health services, a copy of the presentation is attached. My apologies for not issuing an invitation to your organisation, invites were on the basis of information provided by Wilts Council.</p> <p>I will forward your response form to the WC Planning Department officer dealing with Army Basing and coordinating their response.</p>		
226	Anon	Unstated	Unstated	Unstated	24/02/2014	C
<p>Transcribed - original saved as Military partner</p> <p>Location for exhibition is not good, being in a library. Need to put it in Tesco's foyer to get the most attention.</p>				<p>We are relying on advertising to inform public of the consultation. A 6 week period in Tesco foyer would be unacceptable to the retailer.</p>		
227	Mr and Mrs White	Durrington	Unstated	Unstated	24/02/2014	C
<p>Transcribed - original saved as Mr and Mrs White</p> <p>We want to keep Larkhill/Durrington as separate villages.</p>				<p>Land at area L15b has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill thus mitigating potential coalescence.</p>		
228	Tony Cummins	Bulford	Unstated	Unstated	24/02/2014	C
<p>Transcribed - original saved as Tony Cummins</p> <p>Site B23 - line of trees alongside old railway line fronting estate, would like assurances that tree belt will be retained if B23 used or part of B6 with same tree belt.</p>				<p>Preferred Site B23 has been included in the final Masterplan, however, the woodland along Newman's Way/Churchill Avenue/Swattons Close is to be retained.</p>		
229	Anon	Larkhill	Unstated	Unstated	24/02/2014	C
<p>Transcribed - original saved as Unknown Amesbury Exhibit</p> <p>Major concerns regarding Countess Road roundabout. 500 extra homes in Larkhill will have huge impact on existing traffic issues around the area. Problems with rat runs off the A303.</p>				<p>traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.</p>		
230	Anon	Unstated	Unstated	Unstated	24/02/2014	C
<p>Transcribed - original saved as Unknown Durrington Exhibit</p> <p>Would like military housing to be together and not integrated into general community housing. Having other military families around is extremely important for support when spouse on deployment. Civilian families do not have the experience of this issue to be able to help.</p>				<p>Comment noted. This reflects the Army's preference. It is preferential for new military families to be located in proximity to existing military families so as to foster integration.</p>		
231	David Foggie	10 Old Castle Road, Salisbury SP1 3SF	Unstated	Unstated	02/04/2014	C

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						P = Post E = Email C = Comments Box
Transcribed - original saved as D Foggie				It is anticipated that training activity will return to levels prior to commencement of operations in Iraq and Afghanistan. This resulted in specific operational training requirements dissimilar to those previously carried out. With the return to training for 'contingency' (potential for as yet unseen operational deployment) the Reaction Force brigades will be required to train in their primary role.		
1. Keep a lower profile - e.g. Fewer artillery practices, and less military hardware in Wiltshire 2 and 3. It is relatively unspoilt, yet. It does NOT belong to the MOD 4. Future needs are supposedly LESS if we are to believe in reductions of personnel number. 5. They should not be on previously unbuild land. If they are, the presumption must be that MOD is acting as a state property developer, whilst remaining largely unaccountable to national (civil) and local government. 6. Who is to pay for such improved local services? Not ratepayers - non military - I hope 7. By being minimised				The agreed capacity limits for the training impact on SPTA are agreed via a unilateral undertaking between the Secretary of State for Defence, relevant Statutory Bodies and Local Authorities.		
I have lived 22 years at the above. I question why artillery/live firing still takes place in the 21st century, to the detriment of my environment. Are the MOD using the plain as a training area, or as a proving ground for the defence industries? Are we training foreign troops in exchange for payment? If we are training British troops, what, pray, are we training them in, and for?				The MOD is subject to the same planning conditions as any other developers and is in discussion with Wiltshire Council as the Planning Authority to agree appropriate financial contributions as other developers would. Wiltshire Council is discussing with Government Departments and local MPs, the source of capital funds to provide non-military infrastructure required to support the additional population that will result from Army Rebasing. Also the MOD makes a "contribution in lieu of council tax" which funds ongoing running costs of new facilities and services for accommodation that lies within the wire.		
232	Eddie Boyle	Unstated	Unstated		22/02/2014	C
Transcribed - original saved as E Boyle				Development will occur on both greenfield and brownfield sites situated predominantly around the existing camps of Bulford, Larkhill and Ludgershall.		
I would ask that building on greenfield sites be restricted to a minimum						
233	Hugh D McKenzie	3 Oval View, Bulford Road, Tidworth, Wilts SP9 7SD	Unstated	Unstated	19/03/2014	C
Transcribed - original saved as H McKenzie				Following further constraints analysis, no new SFA will be developed in Tidworth. The adjacent transit route, landscape character and proximity to the special landscape area together with the difficulty of providing a road access, severely constrains the cost effective delivery of land for SFA development. Instead, the 100 SFA to serve the Tidworth Barracks will be developed in Perham Down/Ludgershall.		
Using sites that are lying dormant at present, in and around Tidworth area. Tracked vehicles to use designated tank tracks on the plain and not use the Bulford Road as a means of access.						
234	K O'Connor	Manor Cottage, Lower Street, Salisbury, Wiltshire SP2 8EY	Unstated	Unstated	12/03/2014	C
Transcribed - original saved as K O'Connor				Through discussions with Wiltshire Council, DIO gained a much better understanding of capacity of existing infrastructure. Baseline capacity and projected demand were assessed during the preparation of the final Masterplan. Upgrades to existing infrastructure and key items of new infrastructure required to support the incoming population will be considered in the Masterplan document. DIO will continue to work closely with Wiltshire Council during the planning application stage to plan for and provide the required additional infrastructure.		
1. To demonstrate how the surrounding area e.g. Salisbury and key amenities e.g. Salisbury Hospital, Wiltshire libraries etc. are expected to be impacted and how impacts can be positive thing as a result of detailed, intelligent planning. 6. I am aware of existing problems (concerns) that the Army does not sufficiently enable Army families/individuals to benefit from credit unions/good banking as opposed to loan sharks visiting army settlements. This is not a single issue for me but prompts question of whether the Army will invest time/some money in things other than bricks and mortar. 7. I am not keen on the complete/apparent absence in the "Turning vision into reality" section and "Masterplan" section of any commitment to high quality building design...perhaps even the goal of sometimes outstanding [merit]...the photograph(s) of housing suggests that yet more pastiche, cookie cutter, housing and housing estates will be built. 6/7. I would have welcomed a "what if" section. What if the Army no longer needed this accommodation in 2050...What are the real sustainable futures for these developments?				Further details on the delivery strategy and programme is included in the final Masterplan..		
235	M Kemp	Middlecroft Farm, Shrewton SP3 4LA	Unstated		05/03/2014	C
Transcribed - original saved as M Kemp				traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment.		
Dealing with the traffic on the A303 is paramount before any influx of people. Trying to run a business, having had the A344 closed, is becoming increasingly difficult. Daily deliveries of food stuffs for livestock are delays and weekly sales of livestock do not need to sit on the A303 for hours at a time. Night exercises should be kept to a minimum. Low flying frightens livestock and should be kept to a minimum.				It is anticipated that training activity will return to levels prior to commencement of operations in Iraq and Afghanistan. This resulted in specific operational training requirements dissimilar to those previously carried out. With the return to training for 'contingency' (potential for as yet unseen operational deployment) the Reaction Force brigades will be required to train in their primary role. The agreed capacity limits for the training impact on SPTA are agreed via a unilateral undertaking between the Secretary of State for Defence, relevant Statutory Bodies and Local Authorities.		
236	Lucy Mundy	18 Salisbury Road, Bulford SP4 9DG	Unstated		02/04/2014	C
Transcribed - original saved as L Mundy				DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable.		
I have lived in Salisbury Plain all my life, originally Shrewton, now Bulford. The plans for the housing sites appear well thought out although the Larkhill site should be on land opposite Packway. English Heritage have already built what they like for Stonehenge. Its time they gave back to the locals who have put up with the mess they made. My only concerns are the roads, these are already suffering from Solstice Park through Bulford, Durrington, Larkhill and Shrewton due to the mess made of Stonehenge and A303. Further people result in more vehicles on roads, in particular the junctions in Bulford Village which serve Bulford, Tidworth etc.				However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.		
I would also prefer to see more army vehicles using the many roads across the plain itself rather than village routes. I understand this may be impossible at times but it would help reduce traffic congestion and some roads were built specifically by the MOD for their vehicles - why not use them more. I feel the increase in army housing should be positive if infrastructure is also built according to increase in demand for sports facilities, schools and entertainment.				To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.		
The increase should look to improve the local area, not by just building houses but facilities which local non army people can benefit from too. Make the houses homes for families to settle and be able to join the community of Wiltshire.				traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.		
				New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
237	Mrs M Foggie	10 Old Castle Road, Salisbury SP1 3SF	Unstated		02/04/2014	C
Transcribed - original saved as Mrs Foggie				Noted		
3. We live in the outskirts of Salisbury, when heavy guns are fired on the Plain our doors and windows rattle and the foundations shake. Heavy guns seem a waste of money and an unnecessary waste of environmental resources in this modern age. 5. The new plans are excessive, as the public have been given to understand that the Army is being shrunk. Given this premise, it can only be assumed that the MOD is starting a housing development; ostensibly for service personnel, but that the accommodation will be sold on, just as has happened in the past.						
238	Peter Casson-Crook	Turnmoyle House, Bulford Road, Tidworth, SP9 7SE	Unstated		02/04/2014	C
Transcribed - original saved as P Casson-Crook				Noted		
Please see my email of 19 March 2014. This explains all. 1) Move VCP 2) No tracked vehicles in future along residential stretch of Bulford Road						
239	Anon	Unstated	Unstated		02/04/2014	C
Transcribed - original saved as Unknown Salisbury Library				New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
Adequate infrastructure needed to support the increase in population - Wiltshire 1) Roads - potholes 2) Hospitals - pressure 3) Schools 4) Police - to tackle social problems - drink problems, major problem in the army, navy airforce						
240	Gordon Alexander	57 St Leonards Close, Bulford SP4 9DS	Unstated		18/03/2014	C

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	Transcribed - Original saved as G Alexander			New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
241	K Garland	9 Milston View, Durrington	Unstated		02/04/2013	C
	Transcribed - Original saved as K Garland			Land at area L15b has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill thus mitigating potential coalescence and enabling the settlements to retain their unique qualities.		
	Against 15b as this will merge both villages - should retain their unique qualities. A345 at this point already very busy due to housing estate Avon Fields. Library run by volunteers might need a fuller service, lack of appointments already at the doctors, dentists. Lack of social amenities!			New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
242	Sally Whistle	4 Strangeways, Larkhill	Unstated		31/03/2014	C
	Transcribed - Original saved as S Whistle			Land at area L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill thus mitigating potential coalescence and enabling the settlements to retain their unique qualities.		
	Local people seem not to want Bulford, Durrington and Larkhill to be joined up in one huge sprawl and I can sympathise with this. There is little point in choosing to live in a village if it then becomes a large amorphous mass of housing. As a military wife I would like to see the housing as close to the camp as possible because otherwise we become neither fish nor fowl - neither civilians able to live a village life, nor military families who have access to military families' provision of facilities. Even at the moment any sort of facilities for families is severely lacking. How about a cinema, swimming pool, a variety of shops? In addition, many families do not have a second car and if the houses are too far away from work either the family buy a second car or non military partner is left rather stranded since buses are so infrequent and expensive. More houses and more families would need more schools, creches, entertainment, sewerage, traffic calming, water supplies, recreation outdoors, clubs, doctors surgeries, dentist. In essence Larkhill would need a massive revamp to make it somewhere where military people could actually live rather than exist. I wouldn't like to see us tacked onto Durrington and expected to get on with it. I would like it to be military housing properly provided for.			New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
243	Basil Davie	Hartland House, Kennel Row, Netheravon SP4 9RH	Unstated			C
	Transcribed - Original saved as Basil Davie			Statements/Comments Noted		
	1) Encourage troops into community 2) Only as military training area 3) No 4) No 5) Please put consideration to where the families themselves want to be 6) Increase royal army medical corps. Facilities 7) By present residents offering help					
	The services are our life blood, in this case the army. Some dreadful living quarters for other ranks were provided years ago. Let families be happy, give them the best. Their husband/wives put their lives at risk - when needed.					
244	Mick Fellows	31 Philip Road, Durrington, SP4 8DX	Unstated			C
	Transcribed - Original saved as Basil Davie			Land at area L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill thus mitigating potential coalescence and enabling the settlements to retain their unique qualities.		
	1) I am ex military - 22 years, artillery, most at Larkhill 2) Site 15B should not be built on. This will cause unnecessary strain on Durrington. We want to remain Durrington and not be swallowed into Larkhill Garrison. 3) English Heritage do not want sites L12, L14A and L14B used because of interference with Stonehenge - Rubbish! You can't see Stonehenge from these sites. These sites are perfect for Larkhill - walking distance to work for the soldiers. 4) Larkhill Parkway will not cope with the influx of the increase in families. It would be good for a new school and shops (anything other than estate agents would be a benefit). Also a garage selling fuel would prevent an overload of traffic at Rangers Garage in Durrington 5) In summary: No building on L15B			DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable.		
				However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.		
				To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.		
				New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
				traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment.		
245	Peter & Janet Noal	88 Fargo Larkhill SP4 8LL	Unstated		28/03/2014	P
	L15b - Unsuitable as splits Larkhill & Durrington into areas, also roads are not built for peak flow traffic causing backlog and jams to Larkhill Camp. L17A - A good view for some but still road problems and what about shopping facilities, Tesco, Spar and other amenities? L2 - Land now could be used for housing if all infrastructure is in place. L13b - Could be used if selected screening from English Heritage is provided, electrical supply and sewage close by road crossing could be made safer. If new amenities are forthcoming. L18 - Good and safe site for officers site housing. But will still impact on road usage?			Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. New social infrastructure (e.g. primary school), and land for new retail facilities will be provided in conjunction with the development of substantial SFA at site L17a to create a sustainable community.		
	<u>What do you think of the community engagement and the proposals made by MoD so far?</u> It would be great if we all sang from the same song sheet. Same date, time with plenty of notice. With most times and days or nights and further follow up reports as soon as can be done.			Sites L2, L15b, L13b and L18 have not been included in the final Masterplan.		
	<u>How can we best integrate Civilian and Military Community?</u> Try and talk as one. But not at the same time and in language we understand.			The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).		
	<u>Any other comments</u> About time things are moving? I hope in the right direction?					
246	John Rodell	Unstated	Unstated		14/03/2014	E
	I fully support our Armed forces and look forward to welcoming them into the Salisbury Plain area. However I am concerned that obvious Brownfield sites within Larkhill to the South of the Packway appear not to have been considered for development on the assumption that English Heritage would not agree to sites either within the World Heritage area or within the view of Stonehenge. It is my understanding that this is not the case and these sites should have been considered and included in the Consultation/Masterplan.			DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable.		
	The natural and most logical place to develop Army Families housing is a close as possible to existing facilities such as shops and schooling to minimise on traffic increases by allowing people to walk or cycle to the facilities and work. The military community is valued by the local residents of both Larkhill and Durrington, I urge you to review the omission of the sites for development South of the Packway.			However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.		
	John Rodell			To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.		
247	Rosemary Behan	Durrington	Resident		14/03/2014	E

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						As a long time resident of Durrington and a retired Teacher of many Army pupils I would like to make a few observations following viewing plans for Larkhill expansion
						Land at area L15b between Larkhill and Durrington has not been included in the final Masterplan.
						Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. New social infrastructure (e.g. primary school), and land for new retail facilities will be provided in conjunction with the development of substantial SFA at site L17a to create a sustainable community.
248	K Garland	9 Milston View, Durrington				P
						Against L15B - Will merge both villages. 1) A345 at either point already very busy due to housing estate Avon Fields.
						Land at area L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill thus mitigating potential coalescence and enabling the settlements to retain their unique qualities.
						Wiltshire Council is monitoring traffic levels where issues have been highlighted and this data will be used to help determine whether any mitigation measures are required.
249	David and Samantha Wallis	11 Fargo Road				P
						L15B - Too near civilian housing L17A - The best plot for building L2 - Will impact civilian access and road congestion L13B - Too near civilian housing and will impact access for residents and congestion on Packway L18 - Too near civilian housing ruin AONB
						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.
						Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. New social infrastructure (e.g. primary school), and land for new retail facilities will be provided in conjunction with the development of substantial SFA at site L17a to create a sustainable community.
						The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
250	Brian and Sandra Stanely	112 Fargo Road				P
						L15B - Too near civilian housing L17A - Probably a better site L2 - Road congestion L13B - Congestion on Pack Way L18 - N/A
						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.
						Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. New social infrastructure (e.g. primary school), and land for new retail facilities will be provided in conjunction with the development of substantial SFA at site L17a to create a sustainable community.
						The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
251	J Thompson	86 Forgord Larkhill				P
						L15b, L17A, L2, L15B, L18 --> Road infrastructure and all sites
						DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable.
						However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage.
						To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.
						Wiltshire Council have confirmed that local primary schools in Larkhill will be unable to sustain much development beyond 150 homes. If a large level of development were to be located at the settlement, a new two form entry school would be required. In addition to this capital requirement, some 1.8 hectares would be needed. An indicative location for the new school is identified in the Masterplan.
						traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment.
252	L Ellis	7 Bluebell way, Durrington SP4 8FH				P
						L15b - Against this site as there is no natural boundary between larkhill and durrington. Loss of green space for locals. Too close to new development just built L17A - Would prefer it not to be here for reasons above but as lost resort ok L2 - Ok L13B - Ok, nearer larkhill L18 - ok, as nearer larkhill and by other army houses
						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.
						Land at site L17a has been included in the final Masterplan.
						The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
						New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.
						No development is planned at Netheravon. No SFA development is planned at Upavon, although there will be some behind the wire development. The intention is for new homes to be located close to existing bases to minimise travel time for personnel. The key unit locations for incoming units as set out in the Regular Army Basing Plan are Perham Down, Larkhill, Bulford and Tidworth. Consequently the areas of search for potential housing sites have been centred around these 4 bases.
253	Mr & Mrs Scott	42 Avondown road, Durrington				P

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254	Mrs S Potter	549 Netherayon Road				P
255	Trevor Line	11 Longfield close, Durrington				P
256	Ross Line	11 Longfield close, Durrington, SP4 8BZ				P
257	Maureen Hargrave	3 High street, Durrington Wilts				P
258	Chirs Hargrave	3 High Street, Durrington, Salisbury, Wilts, SP4 8AD				P
259	Di Symes	544 Neheravan road, Durrington				P

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L15B - Against - Space needed between L'hill and d'ton - pollution, traffic, noise and air would be dreadful on A345 which is already a very busy road L17A Perfect - Next to camp - Close to facilities for families L2 - As above - good site L13B - As above - good site L18 - As above - good site Q1) L15B is hopeless, I think this area has been picked by MoD in Whitehall, with little thought to either Durrington residents or the army family's needs. The traffic on the Netheravon Road is so busy without adding a further 500 + cars, and I personally don't want to live on an army camp - which is what would happen. Q2) By giving us space - if we are on top of one another the community will struggle to integrate - Durrington residents will be hostile to such close building Q3) The roundabout to Hackthron Road is used as a wildlife corridor to Manor Park and the water meadows - deer, foxed, badgers all use it and this would be blocked. also nesting buzzards and bats would be disturbed.	Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.					
260	R Whitehouse	6 Rowan Close, Durrington SP4 8DF				P
L15B - No, to close to Durrington so by losing its own village identity. L17A L2 L13B - Ok Close to Army Camp L18 Q1) L14A, L14B And L12 are by far the best option as they are by army camp and keeps Durrington's own identity	Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.					
261	Liz Guy	25 Stonehenge Road				P
L15b - Strong Against, Furthest point from both L'hill and Durrington amenities eg - School, doctors, shops, which means more traffic as it is to for for mums and children to walk. Q1) I think they lack common sense and like many other large organisation they treat it as a game and are squandering taxpayers money Q3) Bureaucracy at its worse, we are bombarded by bits of paper to register our opinions then they experts came up with a totally different option going back to the start again.	Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.					
262	Julie Meikle	5 Rectealion Road, Durrington				P
L15B + L17A - these might seem the cheaper offer but having several areas nearer work would greatly lessen traffic and give a more community feel, not sling hundred of people together in the middle of no where. NO HERE 1) Everyone except the planner seem to be agreement that south of The Packway is a much better option for so many new homes, nearer camp. 2) Smaller groups of houses, spread between different builders would not impact on the environment so much 3) 14A - 14B	Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.					
263	Gary Snelgrove	Dimgeg dell hackthron durrington				P
L15B - Against, too far from Larkhill camp, too close to A345 L17A - Against, too far from existing amenities ie Parking, shops, schools and medical facilities L2 - Against, Site of historical interest L13B - Against, as above L18 - Possible for offices quarters as close to existing offices Q1) L12 is the most sensible solution for the place of 540 new homes, as is would sit within easy reach of all facilities of larkhill camp Q3) Please Explain why L12, L14A and L14B have been omitted?	Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.					
264	Elizabeth Snelgrove	Dingley Dell, Hackthorne, Durrington, SP4 8as				P

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L15B - Against. Too far from Larkhill Camp. Families will need to intergrate with existing families at Larkhill. L17A - Against - As above. L2 - Agains - Site of significant historical interest L13B - Against - As L15B L18 - For - This area would be suitable for officers quarters as it is close to existing officers quarters. Q1) I think MoD are looking fo an easy solution rather than what is for the servicemen and their families.				Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.			
265	C Sims	18 Willow Road, Durrington				P	
L15B - Its nether in Durrington nor Larkhill, out of step with the two villages. Q1)They should keep the development closer to the military areas Q2)Smaller developments				Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities.			
266	Tim O'hane	55, High Street, Durrington				P	
L15B - Unnecessary to take up a site in excess of the size needed. Takes families further away from places of work. L17A - If the Packway solution is rejected, this site affes the better location adjacent to the barracks L2 - A preferred site for the officer community L13B - A possible solution but limited space, high in infrastructure costs and the worst place build in sight of Stone Henge L18 - Sound - the optimum site for officer community Q1)The army has been very proactive with the local community. DIO have been reluctant to engage with the community Q2)Allow the military community to integrate gradually in schools and workplaces Q3)It would be useful to know the extent of the army plans within the wire to know where the access to the barracks will be.				Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.			
267	Philp Coyle	27 Downland Way Sp4 8BX				P	
L15B - Against - this area is a natural drainage site for the surrounding area's and any development on it will exacerabte any furture precipitation into Durrington VIA the 345 Q1)We have to accpet the army to this area and our community - it would be wrong not to. However, they would not want us inside the 'wire' in large numbers any more than we would not want them concentrated in large numbers i.e. Area L15B Q2)By building in thoses area's NOT preferred by the army for military accommodation and civilian housing.				Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities.			
268	Roy German	8 Westfield Close, Durrington SP4 8BY				P	
L15B - To far from main sphere of activities L17A - As above L2 - Ok, Housing already existing but still away from main wired area L18 - As L2 Q1) Proactive Q2) Good communications are essentail Q3) L12 is best and obvious site for housing close to wired area				Sites L2 , L12, L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).			
269	Mrs Paula Shea	1 Poores Road, Durrington, Salisbury				P	
L15B - Too close to village. Should be within close proximity to camp L17a - No Problem L2 - Have no objection L13b - Favourite L18 - No objection Q1) Community working hard to take on board feeings of locals. MoD as usual only interested in their immediate solutions Q2) We do quite well now by considering each other and working together.				Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).			
270	Councillor Wendy Parsons	5 Marina Crescent, Durrington				P	
L15B - Against: Durrington wants to keep its vilgge status, and not become a military base, there must be a green dividing line. L17A - For: Extension of present quarters - close enough for soliders and families to walk/cycle to work and faciliities L2 - Against: Site of first military airfield in the world should be preserved as historic with a museum built L13B - For: Soldiers and their families could walk/cycle to their work place/shop/medical facilities and schools L18 - For. Q1) These proposals have been rushed though by desk-bound people who have probably never visited any of the sites. They do not take into account the military families with young children who will be expected to walk long distances to school/shops etc 2) Larkhill and Durrington have a very good community partership but it seems most military families do not want to integrate unless they buy their own property within the village and start to see things from a civilian point of view 3) Where is the Unesco representative? Do they know what is going on in the area? Will there be a full archaeological survey done prior to building beginning?				Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). The works will be subject to planning approval before building commences. Any technical work such as Archaeological Assessments would be carried out at the planning application stage.			

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271	Mrs M Wardell	674 Netheravon Road, Durrington				P P = Post E = Email C = Comments Box
<p>L15B - No, we need to lessen the carbon footprint and there needs to be Green Belt between villages L17A - Maybe L2 - This is the oldest airfield and should not be built on L13B - This could be an ideal place for some accommodation L18 - This would be ideal for officer family accommodation</p> <p>Q1) I am worried that the powers that be are not listening to the community the ideal place for the houses is L14A, L14B and L12 Q2) Q3) I still think the place to build is L14B, L14A and L12. It would be better for the service families and the shops on the Packway</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>The MOD is fully committed to minimising the impact of travel on the environment. The ABP presents an excellent opportunity to deliver an exemplar sustainable transport programme in Salisbury Plain. To this end, the MOD will prepare a Salisbury Plain Green Travel Plan, an area-wide framework of features and guidance which would apply to both existing and future service personnel working in the Salisbury Plain area. The Travel Plan will be formulated in consultation with all the necessary military and civilian stakeholders. Preparation of the Travel Plan will explore all options, considering areas in and around SPTA, including Andover and Warminster. By minimising the travel impact of development, the Travel Plan will help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging personnel to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
272	Mr R A Wardell	674 Netheravon Road, Durrington				P
<p>L15B - No L17A - Maybe L2 - Yes L13b - Yes L18 - Yes</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
273	Mrs D Douglas	14 Rigmount Durrington SP4 8AH				P
<p>L15B - Too far from main camp and facilities. Too close to already very busy A345. L17A, L2, L13B And L18 - A combination of all or some of these locations would be much more sensible in my view</p> <p>Q1) It is so good to see that the consultation process is being taken seriously and the attendance at the meetings is high indicating strong local interest and concerns. However, the general feeling appears to be that the MoD needs to really listen and take note of views expressed and consider the options very carefully to avoid future problems and difficulties in the area. Q2) By establishine good, strong communication links between all concerned parties and by keeping those channels open and active at all times to avoid misunderstandings and misinterpretations which will inevitably lead to problems</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
274	Lesley Hunt	37 Avondown Road, Durrington				P
<p>L15b - It is essential that Durrington keeps its village status and does not join up with Larkhill. Road will be to busy with cars being used for work L2 - This will be a good continuation of offices or SNCO's quarters L18 - This will be good continuation of offices quarters and SNCO quarters</p> <p>Q1) It would appear that the MoD has completely ignored any thoughts of the people of Durrington unless suitable for them. It has given no thought to the soldiers who prefer to be close to camp and their facilities Q2) People of Durrington appreciate that military personnel need to come to Larkhill but this will require additional facilities which will be impossible for Durrington to supply. Military families need to be near their camp. Q3) Please do not make decisions from paper. Come to Durrington - see the real issues and talk. Try a role reversal for military and civilian alike, SEE the REAL WORLD we live in.</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p> <p>New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.</p> <p>DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable.</p> <p>However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.</p>		
275	A.G.HUNT	37 Avondown Road, Durrington				P
<p>L15B - Durrington is a village and should remain a village. This site would put to much traffic on to the A345 and its to far from Larkhill for the army personnel L2 - A good area for some of the extra MQ'S needed L13B - A good site close to Larkhill main gate and The Packway shops</p> <p>Q3) The MoD, DOI and local MP's should find time and attend a meeting and listen to opinoins of the villagers on the proposals for the sitting of the extra MQ'S</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
276	Mrs C Coveney	89 Bulford Road, Durrington SP4, 8EX				P
<p>L15B - Against, as too far from existing army facilities L17A - No preference either way L2 - Against, again too far from army facilities L13B - Neither for or against L18 - For, already houses there.</p> <p>Q1) Everything seems to have been done at the last mintue Q2) I think the 2 communities get on well now, with space between the 2.</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
277	R Coveney	89 Bulford road, SP4 8EX				P
<p>L15B - Against - too many cars will be used to get to work. L17A - For - There one quartes there already</p> <p>Q1) Not enough notice Q2) I thought we were! Q3) It seems too rushed</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
278	Mrs H Haydn-Davies	29 High Street, Durrington				P
<p>L15b - Against; 1) Too far from camp/packway facilities/ETC; 2) Provides a green break between Durrington/Larkhill; 3) agricultural land under cultivation. L17A - As L15B L2 - Against - too near Durrington Walls and green space. L13B - Too near The Packway - houses should be minimum 100m from public roads L18 - for - provides extension to officers married quarters</p> <p>Q1) I think community engagement is good so far and that people feel the need to welcome the service families to our area however, ensure that the best possible sites are chosen. Q2) As far as i can see we have a well integrated civilian and military community and would wish it to coutinue Q3) Its really important to listen to C.O and what is best for his troops and their families in his area.</p>				<p>Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan.</p> <p>Land at site L17a has been included in the final Masterplan.</p> <p>The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).</p>		
279	Anonymous				Undated	P

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						<p>I have studied the information online concerning the above attended the hastily convened meeting at the village hall (Durrington) in December and would like to give my opinion/comments to those who are making the decisions concerning the above.</p> <p>1) It is important that no precise numbers are available from MoD regarding the life of the 4 units that Larkhill will be preparing. 2) Also, there are no numbers as to the single/family accommodation that is expected. 3) Redundancy Programme - Again no numbers. Question - As we are with withdrawing 4,000 military personnel from Germany and the fact that our troops are withdrawing from Afghanistan (2014) what exactly are these people are to do when they return to the UK? It has become apparent within the last year that the British Government has, at last, realised that the public does not want our troops embroiled in foreign conflicts none of which (Iran, Iraq, Afghanistan etc etc, African nations civil wars) has had a positive outcome. It was good to see that sense prevailed on the question of Syria. Question - Do we really need to retain such large number of troops doing nothing? (They are better employed seeing to our own country's needs i.e. flooding relief (only used when London was affected - forget about the rest of the country!)) Matters regarding the sites for housing in Larkhill Having studied the plans provided after meeting it is only common sense that the accommodation for both single/families should be as near as possible to the military area at Larkhill. It already provides school, medical facilities, shops, community accommodation etc, plus building facilities vacated by the unit moving out. The area of farming land between Durrington and Larkhill must be maintained at all costs otherwise this area will become yet another urban sprawl! These sites either side of The Packway would be ideal for development being of no agricultural or aesthetic quality. With careful planning and landscaping the area could be greatly improved and enhance. The military environment there about. Having visited Stonehenge very recently the view from that area (to waylay any misgivings that English Heritage might leave as to their objections).</p>
280	Peter Haydn-Davies	29 High Street, Durrington				P
						<p>L15b - This area should not be used: (a) Agricultural Land (b) Provides a 'green' break between Durrington/Larkhill (c) too-far from camp/Packway facilities/shops Etc L17A - See above A,B,C L2 - (B) Provides a 'green' break along The Packway L13b - Too near to The Packway, housing should be a minimum 100m from public road. L18 - FOR provides an extension to the already officers married quarters</p> <p>1) The community engagement and response so far has been very good. Local people both civilian and military have thought carefully, sensitively and meaningfully about the local impact and the well being of the families. 2) Coming to live in Larkhill. Since coming to Durrington, 2 years ago we have come to know many military and ex-military people. Join local activities where civilian and military families attend. Talk to people in neighbourhood. 3) These families are coming here, let's accommodate them in the best possible location where they have the best access to their work and the facilities already established at Larkhill i.e.: L4, L6, L5A, L14a, L14a, L16</p>
281	R.Fraser	1 Birchwood drive, Durrington, SP4 8ER				P
						<p>L15b - Against: Not close enough to Larkhill garrison, therefore there will be several hundred extra car journey's per day. Loss of separate identities of Larkhill and Durrington. L17A - For L2 - Maybe too far from garrison As L15b L13B - For L18 - As L2</p> <p>1) The MoD have not engaged with the community in a satisfactory way, with just a few days notice. the MoD has not thought through the proposals in a responsible way. 2) In the same way as we have up until now 3) No</p>
282	E Ruse	53 Willow Drive, Durrington				P
						<p>L15b - Against: to close to A945, accident waiting to happen, we want to keep Durrington and Larkhill separated L17a - would be more suitable</p> <p>1) It's time the MOD listened to local public 2) 3) Larkhill garrison and Durrington should be kept separated</p>
283	Jacia Cooper	Delmont Mailna Crescent Durrington				P
						<p>L15B - Against, to near to Durrington open land should be kept. Dangerous road. L15A - More predictable</p> <p>Q1) The MOD Will have there own way and not listen to the local community Q2) Q3) Please keep Larkhill and Durrington separated</p>
284	Martyn Jones	6 Westfield Close, Durrington				P

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						<p>L15B & L17A - Against, erodes the natural green belt/open space separation between Larkhill and Durrington. Will cause a large increase in traffic along The Packway from its junctions with the A345 several times a day with service personnel travelling to and from places of work and garrison based schools, medical centres and other facilities.</p> <p>L2 - Against, playing the English Heritage card, this development would be in sight of Woodhenge and Durrington Walls, probably discounted by them as it is not profit making like Stonehenge</p> <p>L13B - No objection as this development would compliment the local community and army preferred build areas of L12, L14A, L14B and L6</p> <p>L18 - No real objection. Again would be in sight of/close to Durrington Walls and Woodhenge but it makes sense to build officer accommodation here next to existing.</p> <p>1) I feel that the proposals made so far by the MOD/DIO have been the exact opposite of what the local communities, local businesses and even the army favoured, did they even look at our proposals? After reading their 82 page document it looks like its already done and dusted and they will build where they like.</p> <p>2) I believe that the military and local civilian communities are well integrated and have been since the garrison was built. We have seen from the recent meetings the military are always well represented and have the same ideas as the cities Durrington & Larkhill have always had a partnership.</p> <p>3) English Heritage have too much power over the local area, they have already caused daily misery to Shrewton, Larkhill, Durrington and Bulford without dictating where and how development can take place at Larkhill.</p>
285	Mr A Members	670 Netheravon Road, Durrington				P
						<p>15b - Least sensible option. Most families have 2 cars so carbon footprint up to 1080 cars vs 540 if sited close to camp and shops at L14/L12</p> <p>L17a - Slightly better as soldiers could access the camp but still a fair trek to shops, school, and facilities. cars will be used.</p> <p>L2 - Isn't this the site of the WWI horse hosp? might be ok to sensitivity build around it but better sites = L14/L12 + extend offices patch (L18?)</p> <p>L13B - Slightly Better option but better to challenge World Heritage's decision and build in L12/L14 area</p> <p>L18 - Assuming south of L2, defiantly extend officer patch and could cater for 540 with L17A</p> <p>1) coming from an army family and working for the MoD I am not surprised that DIO have adopted their usual 'head in the sand' stance. We must challenge the decision on L12/L14 as its the most sensible location - as backed by the army users of the site.</p> <p>2) We already have various links between the two communities but will need to ensure sufficient infrastructure and amenities exist to cater for all.</p> <p>3) I will be emailing my MP on this issue</p>
286	Olivia knight	4 Downland way, Durrington SP4 8BX				P
						<p>L15B - Against: Not close enough to camp to save carbon footprint. Will create more pressure on local roads at peak times because families will have to drive to schools and work instead of walk - closer to Durrington than Larkhill.</p> <p>L17A - For: Close to camp. Closer to shops and army medical services etc. (reduction in public transport has meant buses to schools etc not an option)</p> <p>L2 - Preferable to L15B but not ideal</p> <p>L13B - For: Again closer to military amenities, access to shops and schools for military families, reduction in car travel.</p> <p>L18 - For: To extend officers quarters - add to adjacent officers housing.</p> <p>L12/L14A/L14B - Ideal: Reasons for not being preferred sites are questionable</p> <p>1) Some of the factions involved in these decisions do not appear to be listening to the community (civilian or military) nor does it appear they want to listen.</p> <p>2) By ensuring close and easy access to their place of work, schools, services for the military, this reducing pressure on civilian infrastructure under pressure will inevitably cause resentment</p> <p>3) Are we guaranteed sufficient services (Doctors, schools, Play areas, safe road access) will be provided at the outset of project, not years down the line?</p> <p>Sites L12/L14A/L14B should be discussed & considered</p>
287	Bill Knight	4 Downland way, Durrington SP4 8BX				P
						<p>L15B - Not a practical site. Its recent years there's been a housing estate built on the land opposite so enough traffic coming onto A345 already.</p> <p>L17A - For: Better for the army people being nearer to amenities, schools, shops, in Larkhill. All centred in one place makes sense.</p> <p>L2 - Preferable to L15B but not ideal at least its away from Stonehenge and about where traffic/from site L15B would converge.</p> <p>L13B - YES: again because its closer to military amenities; reduction in traffic - shop keepers need the trade in Larkhill too.</p> <p>L18 - YES: good idea use there are already offices quarters below it.</p> <p>Q1) It seems some of the factions involved in these decisions are not getting together to discuss the problems (Civilian or Military) do not appear to want to listen more times should be allowed to address the issues</p> <p>Q2) By ensuring close and easy access to their place of work, schools, services etc. this would reduce pressure on civilian infrastructure. Already there is too much traffic on the Stonehenge roundabout as it is.</p> <p>3) There will certainly need to be services (doctors, schools etc) at the outset this could cause big problems .</p>
288	David Beanish	11 Heron Walk Durrington				P

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L15B - This site is detached from Larkhill itself, the shops and other business, the road leading to the Packway will come more connected L17A - 2nd Preferred site to L.2 L2 - Best location as it is near the present facilities as Larkhill and near its Larkhill camp Q1) As all MoD personal are coming to work at Larkhill it seems that the best solution is to build near to Larkhill camp rather than close to Durrington Q2) To add to the existing Larkhill community rather than Durrington as it is already capacity in regard to extra housing. Q3) Why have MoD discounted previously advertised sites?						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.
289	R Attwood	760 Netheravon Road Durrington SP4 8AX				P
L15B - too close to Durrington & A345 L17A - Next to Larkhill camp and existing MQS. Maintains gap between Larkhill & Durrington. Easy access into camp L2 - Area of historic interest L13b - it seems okay but leave space opposite the church L18 - Historic interest Q1) Not sure what the community engagement is. the DIO seems to be going ahead with it own plans - ignoring the wishes of the majority of Durrington villagers Q2) We appreciate that the army personnel need homes but why integrate? We wish to keep our village as it is and not expand it into Larkhill Q3) What's wrong with the white area between L15B and L17A? Combined with L17A there is plenty of room for 540 Houses and still maintain a distance between Larkhill and Durrington						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. Land north of the golf centre has also been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.
290	Mr Jan Belza	Avonvale Halkthorne Road, Durrington				P
L15B - Worst possible option. Closer to Durrington than Larkhill, greenfield site. Too far from camp for soldiers to walk to work. Will encourage car use so increasing congestion on the A345 Packway. Families too far from Larkhill amenities L17A - More acceptable if any entrance to the camp is made on it western boundary. Extends too far north. Would be better to use the southern half + L1 So linking to exiting quarters L2 - Not ideal but better for soldiers then L15B and L17A. I Wouldn't object. L13B - I am in favour of this site. It is shielded by tress on it's eastern boundary and is close to work and amenities. If it was intended south it would take the bulk of housing L18 - I am in favour of this site. It will be adjacent to exciting married quarters My preferred options - anywhere south of The Packway! Q1) I think our community reps are doing their best to make their voices heard, however DIO appear to be making decisions that no one else want. They need to be made to have the wishes of all other interested parties Q2) As an ex-military man, I already mix with many serving solders, generally soldiers with interest outside of the army will be looking to join clubs use civilian facilities etc, so a pamphlet detailing what is available with contact phones now, emails, delivered to quarters would help Q3) I am surprised DIO haven't looked at re-building some of the exiting areas. Some of the housing is ancient and could do with replacing. The worst 2 quarters I lived in during 22 years service are still being used at Larkhill.					Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. Land north of the golf centre has also been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.	
291	Jemma Manders	670 Netheravon Road, Durrington				P
L15B - Against: More emissions from 500+ extract cars driving along A345 with residents getting to work in Larkhill every day L2, L13B, L17A & L18 - For: closer to work for army residents so can walk/cycle to work easily - no carbon emissions L12 would be a far better option for all. Q1) It was great to be consulted on positioning of the housing - however very disappointed that the current community and future army residents are in agreement of best positions but are being totally ignored Q2) The suggested hub in the Durrington library position and/or a hub in Amesbury could bring us all together for many different events. Q3) I have lived in Durrington for over 35 years - I fear future develop ment in the village will mean the death of all countryside green areas. I am very saddened by this.						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. Land north of the golf centre has also been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.
292						P
L15B - This is too far from facilities in Larkhill would need to get into cars to go to work. L2 - This may well be good for extension to offices quarters 3) I feel there ought to be negotiations with World Heritage so that L12 could be used. It would not affect Stonehenge site at all.						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill which will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
293	Mrs S Gamble	10 Windor Road Durrington				P

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						<p>L15b - Far too near existing houses & too close to village of Durrington/ too far from facilities and would mean cars to be used for soldiers getting to work.</p> <p>L17A - The same reason as above</p> <p>L13B - Fine.</p> <p>Q1) They do not understand locals. It would be one big sprawl into Durrington who cannot cope. The facilities for troops and families are in Larkhill.</p> <p>Q2) By social events</p> <p>Q3) English Heritage don't care about the quality of life for the army or the villagers</p>
294	Eileen A Brownhill (MRS)	27 Pinckney way Durrington				P
						<p>Against</p> <p>L15B - Too far from facilities and services especially for mum and a small children, welfare of families</p> <p>L17A - Should be primary concern not ease of building. Would mean more parking issues</p> <p>L2 - Not acceptable when sites L14a, L14b and L12 also available. These sites would afford an opportunity</p> <p>L13B - To provide more much needed recreational facilities for children and young people from both</p> <p>L18 - Service and civilian communities</p> <p>Perfect sites are L14A, L14B and park of L12</p> <p>1) There has been little information other than general plan of where and when units will be moving. As usual there seems to be little recognition of local opinion by various agencies.</p> <p>2) There has been integration of civilian and services population for many years many services families settle in this area and contribute a great deal to local communities</p> <p>3) English Heritage appear to be the overall leaders in the process with no consideration being given to the welfare of the families coming into the area or indeed for those families (both service and civilian) who will be affected by the whole process</p>
295	Mr NH Brownhill	27 Pinckney's way Durrington				P
						<p>L15B & L17A - Distance for solders and families to travel to facilities and services especially pre school and junior school, occasioning use and card and parking problems. Too far from children to walk.</p> <p>L2, L13b & L18 - Barley accessible when L14A L14B and L12 are available. This would also be an opportunity to provide more recreational facilities for children.</p> <p>The perfect sites are L14a, L14B and Part of L12</p> <p>Q1) There has been little done other than the broad brush plan of with the units will remove and priltally where to there has been no face to face chance to put the locals opinion to the various agencies</p> <p>Q2) The communicates are already integrated with many present and past military and Amesbury as well as the remaining local parishes</p> <p>Q3) English Heritage seem to be leading the choice of sites with no consideration of the well being of the future families what are their reasons for discounted sites?</p>
296	Vivien Waterman	13 Ridemount Durrington				P
						<p>L15B - Greenfield site, too far from facilities e.g. shops, doctors and army welfare services. Adjoining busy main road.</p> <p>L17A - Again as above</p> <p>L2, L13b, L18 - Again as above.</p> <p>Q1)Community engagement very good, MoD proposals appear sensible. The omitted site are by far the best for development. Close to facilities and already partial developed in many cases. Improvement by removal of derelict buildings. Exception L19 an amenity in itself.</p> <p>Q2) The communities are already well integrated and provided we work together on these plans. I feel this will continue</p> <p>Q3) Concern for young families being isolated if living on proposed sites.</p>
297	A Lund	3 Willow Drive				P
						<p>L15b - Against too far too Larkhill amenities which lead to more traffic problems.</p> <p>L17a - Slightly better</p> <p>L2 - In favour. Should not be discounted because of English Heritage. There is already building south of the Packway</p> <p>L13b - As above.</p> <p>Q1) Proof of the pudding - Need to be convinced it is really on board. The reasoned objections to it's proposals. Omitted sites would tend to prove the opposite.</p> <p>Q2) You can't force integration. As far as I know the communities of Durrington and Larkhill are used to the military presence and welcome what ever contribution it makes</p>
298	L Hancock	3 Glebe Road, Durrington				P

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Q1)Community engagement excellent: Prefer L12 - The most sensible site Not much as regards MoD proposals so far. They prefer the L15a. Site which will increase the traffic on the A345 considerably Q2) Provide enough services, facilities, doctor, school, to enable us all the line together as we have for many years! Q3) More pressure should be put on English Heritage. They have ruled matters regarding Stonehenge for far too many years now!						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. Land north of the golf centre has also been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses. DIO fully acknowledge the local community's support for SFA to be delivered south of the Packway. In the absence of environmental and timescale constraints, the rationale for this option i.e. building close to existing amenities, would seem the most sustainable. However, after careful consideration, DIO have judged that proposals to develop SFA south of the Packway would pose a very high risk to the programme of delivery due to the World Heritage Site (WHS) designation. Proposals for development within the WHS would involve a number of statutory bodies who would need to be satisfied with the proposals prior to the submission of any applications, and with that, it is anticipated that significant delays may occur at planning application stage. To achieve successful delivery of the development, DIO have decided to develop SFA in an alternative site, north of the Packway, which is within a less environmentally sensitive location away from the WHS, where large-scale development may be more easily delivered within the available timescales.
299	C Lloyd	20 Marina Road				P
L15b - Spilling the landscape. Too close to 345. Soldiers will drive to camp that's 500+ cars on road as wives also have lives and work. L17a - no objection but then again people will be driving to work. Q1) The MoD have already decided and will do what they want regardless of what services families and the civilian community want. Q2) There is no issue, the civilians and military have a good relationship. We want better facilities, sewage, drainage. This is a flood risk area. Schools, Dr's and dentist. Q3) Most of the people living in Durrington are ex-service personnel, work for mod or serving personnel, listen to us. If you put on preferred site think of the carbon footprint of 500+ cars to camp. Some added comments on the L15b site, and in general for all of the sites. 1) I presume an archaeological dig and survey will be done on all sites 2) What happens if something is found? Think of the delays 3) Carbon footprint, soldiers will drive from L15b site increasing the numbers of cars using the A345 and the route to Larkhill camp, please remember wives have lives too and 2nd cars are common in this modern age too. 4) Can the local facilities cope with the increase in families i.e. GP's, dentists, schools 5) If this site goes ahead could the MOD help fund a local community centre on the site, perhaps some allotments 6) If L15b is used is there a guarantee that only 540 houses will be built as this is a large area with potential to build more 7) This is a flood area. What are the flood management plans for the local houses backing onto this field? The serving soldiers and their families have always worked well together, we are a community. Most of us, including me, have been part of both. I know what its like to be an army wife and the negativity that it brings. MOD listed to your serving soldiers and families, give them the homes that they and the local community can live with and do not				Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan thus leaving a strategic gap between the settlements of Durrington and Larkhill. This will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. Of the preferred sites, site L17a is considered to be the most favourable site for a large number of SFA in Larkhill. The need for new social infrastructure (e.g. primary school), and land for new community/retail facilities will be assessed in conjunction with the development of substantial SFA at site L17a to create a sustainable community. Land north of the golf centre has also been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). New SFA will need to be supported by appropriate community infrastructure to enable it to become part of a balanced community. The potential provision of further school places, retailing, community facilities and public open space and will take account of the level of facilities currently available at each location. Opportunities to further military-civilian integration will be a key determining factor in the selection of final SFA sites. The emphasis is on building sustainable places and not just houses.		
300	Paul Lloyd	20 Marina Road				P
L15b - I objective to this as there is no guarantee you will stop at 540 houses. Too close to 345 where the infrastructure will not take 500+ cars L17a - Think of carbon footprint of 540 families driving to overpaid other work places. Q1) The MoD already have their plans in place, service families do not want this site, please listen to them - Unless the MOD are going find more DR'S, Dentist surgeries, improve or build new schools and community hubs for the area that's a lot of facilities to cater for the local community Q2) There is no issue with integration of both communities they were together and living together comfortably but the issue will be infrastructure failings from sewage to school etc. Q3) many families here in Durrington are ex-service men and women. We have good inter-relationships. Put the houses closer to camp, do not isolate your soldiers and families, we have lived in areas where the impact with civilians was negative, do not create a them and us						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill which will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014). traffic studies and assessments have been carried out as part of the overall plan to identify pinch points and areas of concern. Plans to mitigate problem areas can then be developed. Further details are set out in the outline transport assessment and Framework Travel Plan.
301	Mr Brain Doughas	14 Ridemount Durrington SP4 8AH				P
L15b - Too far from the garrison - would involve a lot more traffic on and around the A345. they army personnel need to be in the centre of Larkhill. Q1) It was a good to see so many people at the meeting on Thursday 27th feb. The general opinion of the meeting was that the MoD were not listening and the area for the building of the 540 houses should be on the land marked L14a, L14b and L12. This would allow easy access to the army bases for all military personnel.						Sites L14a, L14b, L12, L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
302	Timothy Shea	60 Meads Road, Durrington SP4 8BG				P
L15b - Against L12 a better proposition L17a - No Comment L12 - Lots of space close to schools and The Packway, better for shopping etc.						Sites L2, L12 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
303	Wendy Shea	60 Meads Road, Durrington SP4 8BG				P
L15b - Too close to Durrington - means two communities fuse into one. Right under helicopter flight path! L17a - Seems good place. We lived on Biddulph road, when foster walk built, it blended in well (just by L17A) L2 - Despite historic land (what isn't?) seems as good place as many L13b - No objection but unlikely as historic crash site of early flying Q1) Community is showing interest, concern and a lot of sense. MoD the usual slap happy "not on my tour of duty" attitude as they won't be around for the consequences Q2) As we have always done, share facilities but leave military to live together support each other and show them we do care and will help them. Q3) I feel as a local but member of Larkhill for 18 years, living separately is better for both communities						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L15b between Larkhill and Durrington has not been included in the final Masterplan. This will leave a strategic gap between the settlements of Durrington and Larkhill which will mitigate potential coalescence and enable the settlements to retain their unique qualities. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
304	Marion Spencer	1 Westfield close, Durrington				P
L15b - Against - this site is not close to either Larkhill or Durrington. It is a lovely piece of countryside that denotes a boarder between Larkhill and Durrington. L17a - Closer to Larkhill but still isolated L2 - Ok L13b- More integrated to Larkhill close to shops/school etc L18 - Ok L15a and L15b Q1) I think it is all signed and sealed anyway and whatever we say everything is already decided and certain people will be making loads of money and to hell will the locals and military families! Q2) By investing in the infrastructure giving us a decent library (not relying on volunteers, shops, a good bus service (not closing bus station (bit late for that)) youth clubs with a half decent investment, sports centres not being threatened with closure ever year. Local pub in Durrington would be nice. The list is endless. Q3) Words fail me about how to describe how I feel about this stitch-up						Sites L2 , L15b, L13b and L18 have not been included in the final Masterplan. Land at site L17a has been included in the final Masterplan. The site selection process indicating the reasons for the inclusion and/or exclusion of specific sites can be found in Chapters 7 and 8 of the Final Planning Context Report (20 May 2014).
305	Mr M Ridley	5 Windsor Road, Durrington Wilts, Sp4 8Aa				P

Salisbury Plain Masterplan: Schedule of Consultation Responses

Formal Public Consultation - 19 February to 1 April 2014

Date: 19 May 2014

PART 2 - OTHER RESPONSES

Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code
						P = Post E = Email C = Comments Box
306	E Ridley	5 Windsor Road, Durrington Wilts, Sp4 8Aa				P
307	John Wigglesworth	1 Pickneys Way, Durrington, SP4 8BS				P
308	D P Collins	Bergresford Lodge, Hackthorn Road, Durrington				P
309	Rob Hocking	667 Netheravon Road Durrington				P
310	Mary Towle		Durrington Town Council		26-Mar-14	P
311	Mark Funnell	SouthWest Region Place Farm Tisbury	National Trust	Mark.funnell@nationaltrust.org.uk	31-Mar-14	E

Salisbury Plain Masterplan: Schedule of Consultation Responses
Formal Public Consultation - 19 February to 1 April 2014
Date: 19 May 2014 **PART 2 - OTHER RESPONSES**

Ref	Name	Address	Organisation	Email Address	Date received	Receipt Code
						P = Post E = Email C = Comments Box
						<p>Of particular concern is that the SFA currently proposed for Larkhill would represent 45% of the total requirement, despite the fact that Larkhill is acknowledged to be the "most constrained" of the settlements under consideration in terms of statutory designations.</p> <p>Overall it is considered that the capacity of local environments to accommodate new development and activity should be given considerable prominence throughout the decision-making process.</p> <p>Following a site selection exercise, the draft masterplan has identified three sites at Larkhill that are "preferred" by the MOD/DIO (i.e. those north of the Packway). Key issues for these sites include the impact on the World Heritage Site and its setting, and the implications for OUV; as well as the impacts on specific archaeological monuments and remains and their settings – including the sites of four Early Bronze Age monuments within site L15b, and the nearby Durrington Walls.</p> <p>A further issue would be the impact on landscape and visual amenities, including views north from the Packway, and views to the south-west when approaching the World Heritage Site.</p> <p>A particular concern is the area that is effectively one large field (L15a/L15b), where it is considered that any new development should be avoided.</p> <p>Three sites are identified as having "potential" for SFA housing (i.e. those south of the Packway). Due to anticipated detrimental impacts on Stonehenge, visual amenity, ecology and land management, it is considered that little or no development should take place south of the Packway.</p> <p>Any plans to enlarge the current Larkhill sewage facility are likely to have a very significant impact on the World Heritage Site. Alternative provision may therefore be required, whose impacts on the Site and its setting would also need to be determined.</p> <p>The Highways Agency has already raised concerns that a large amount of new housing at Larkhill is likely to lead to a "significant impact" on the A303 between the Countess and Longbarrow roundabouts. Any further development in the vicinity of the single carriageway stretch of the A303 should preferably contribute to a solution to this underperforming stretch of road.</p> <p>Whilst the rationale behind the army rebasing proposals is acknowledged, it is important that the capacity of local environments to accommodate additional development is given sufficient weight throughout the decision-making process. This includes giving appropriate consideration to the significance of the World Heritage Site.</p> <p>Serious concerns are raised that the "preferred" level of development envisaged for Larkhill.</p>
312	Katherine Burt	Blandford Forum Dorset	Environment Agency	Katherine.burt@environment-agency.gov.uk	03-Apr-14	E
						<p>Comments made on Draft Phase 3 Context Report, full copy in Appendix 22: Water supply and waste water disposal Flood risk / Surface water drainage Groundwater protection /contaminated land Pollution prevention River crossings/other proposals impacting on watercourses</p>
313	Phil McMahon	Inspector of Ancient Monuments English Heritage 29 Queen Square Bristol BS1 4ND	English Heritage	McMahon, Phil [Phil.McMahon@english-heritage.org.uk]	11-Mar-14	E & P
						<p>Refer to Appendix 22 for a full copy of the response from EH</p>
314	Alice Walker	Somerset, Avon & Wiltshire Team Natural England	Natural England	alice.walker@naturalengland.org.uk	14/03/2014	E & P
						<p>Refer to Appendix 22 for a full copy of the response from NE. Preferred Sites Training</p>
315	Caroline Power	Inspector of Historic Buildings & Area Blandford Forum Dorset	English Heritage	Caroline.Power@english-heritage.org.uk	24/03/2014	E
						<p>Refer to Appendix 22 for a full copy of the response from EH Planning Context Report Appendix 9 - preferred/potential sites Appendix 11 - Military base zoning plans</p>
316	Kevin Ladner	Economic Development & Planning County Hall	Wiltshire Council	Ladner, Kevin [Kevin.Ladner@wiltshire.gov.uk]	19/02/2014	E
						<p>Refer to Appendix 22 for a full copy of the response on the Phase 3 Planning Context Report, Outline Environmental Appraisal and Interim Environmental Report from Wilts Council, with their comments on :</p> <p>Wiltshire Council Comments - Introduction Strategic Comments Main Settlement comments - Commentary and opportunity for improvements; Constraints (Larkhill; Bulford; Tidworth & Ludgershall) General Comments</p> <p>Detailed Technical / Editorial Comments on the PCR Comments on the OEA</p>

APPENDIX 3

Table 1: Further Technical Responses to Environment Agency comments on the Overarching Environmental Appraisal

N.B. This document provides further specific technical information to complement, rather than duplicate, the responses that have already been provided in the Statement of Community Involvement. As a result, it does NOT cover all points raised during the comments stage. Please see SCI for responses to those points not listed here.

Comment from Environment Agency	DIO Response & Suggested Actions
<p>Water infrastructure</p> <p>Our main issue at this stage is that there is still further assessment required to establish whether there would be sufficient water supply and wastewater capacity available to serve the proposed developments.</p> <p>We note in the OEA and supporting Appendices that further assessment is to be done regarding this, however, we wish to point out it is essential this assessment is completed prior to any planning application being submitted to Wiltshire Council.</p> <p>OEA Section 9.5.2 - Discharge of foul sewer effluent</p> <p>We have previously asked the Army Basing consultants to calculate if the increased discharge volume of foul sewer effluent that results from the Army Re-basing can be accommodated within the existing permit(s). It should not be assumed it can without having undertaken this assessment. Further information is therefore needed to substantiate this claim.</p>	<p>Please see also the separate responses from DIO regarding utilities.</p> <p>Regarding water supply, Wessex Water has confirmed that it is able to supply the uplift in water demand for housing (both civilian and SFA) within existing abstraction licences across Salisbury Plain, subject to the ongoing supply from Veolia at Ludgershall continuing. Developments behind the wire will be supplied by MOD's network of groundwater abstractions, which are currently exempt from licensing, but are included in EA's past and ongoing review of water resources. The garrisons proposals include new buildings and major refurbishments incorporating water conservation measures to meet BREEAM/ DREAM standards. Further explanation regarding water resources is addressed in later sections.</p> <p>Regarding waste water, insufficient information was available at the time of preparing the OEA to assess whether the increase in discharges to sewer could be accommodated. Wessex Water has confirmed that sewerage from the proposed SFA at Bulford and Larkhill can be supported within existing discharge consents to the River Avon at Ratfyn Sewage Treatment Works. Further information is awaited from Veolia for the proposed developments at Ludgershall and Tidworth, and this will be considered in support of individual planning applications.</p> <p>A feasibility study to address the identified shortfall in sewage treatment capacity/ discharge consents from Larkhill garrison has now been completed; a similar assessment for waste water infrastructure has been commissioned for Upavon. These will also be developed further in support of individual planning applications.</p> <p>Regarding distribution infrastructure, an acknowledged limitation of the OEA (Section 2.7.2) is that the location of new utilities infrastructure was not known when it was prepared in April 2014. It is confirmed that all necessary further utility studies will be carried out prior to planning</p>

Comment from Environment Agency	DIO Response & Suggested Actions
	<p>applications being submitted, and DIO will continue liaising with water companies, the Environment Agency and Wiltshire Council regarding waste water and water supply capacity. Initial indications are that significant environmental effects are unlikely as a result of the emerging proposals, but DIO will keep this under review and carry out any necessary EIAs should the early indications change.</p>
<p>Section 9.4.4 – Hydrology</p> <p>Model Calibration - The model meets acceptance criteria around the Salisbury Plain area and so results from it should be acceptable in terms of their relative accuracy. It is also the best tool available to assess the impacts and not a “crude estimating tool” as highlighted in part of this report.</p> <p>Whilst it is recognised that the “army re-basing” is only likely to have a small additional impact on the Nine Mile river and ponds, above the existing impact, the impacts of the existing abstractions do have a SIGNIFICANT impact on low flows in the Nine Mile and potentially on pond levels. Any additional abstraction is likely to exacerbate this. The Wessex Basin Model is the best tool available to make this assessment as it is more complex than illustrated in the OEA.</p> <p>The Army Basing water consultant should conclude what the existing impacts are on the rivers and ponds using the tool and reach some conclusion regarding the overall impacts not just the additional impact presented by the abstraction. As the MOD abstractions have not been considered under the Review of Consents or Habitats Directive and no mitigation has been put in place for impacts that result for it, the need for future mitigation should be considered as part of the report.</p> <p>The OEA and any subsequent EIA should not be relying on Wessex Waters sustainability reductions to mitigate for MOD abstraction impacts on the Bourne (as is alluded to in the</p>	<p>Feedback on groundwater modelling appears to indicate that the HRA and water chapters have not defined DIO’s approach as clearly as would have been liked. DIO will ensure that its approach, and the results of modeling, will be clarified in the final HRA and further studies. The detailed technical responses below respond to the technical points made by the EA.</p> <p>The reference to “crude estimating tool” in the OEA is taken from the supporting appendix report authored by AMEC, who also developed the regional groundwater model for the Environment Agency. It is accepted that the model is the best tool available, although the resolution of the model is not ideal for assessing impacts on local features (e.g. ponds) or the ephemeral reaches of winterbournes.</p> <p>The groundwater modelling undertaken to inform the OEA took account of all current and proposed future abstractions. Section 9.4.4 of the OEA highlights the impact of these baseline abstractions. However, in line with EIA procedure, it would be methodologically incorrect for the OEA to assess / comment upon anything other than the potential environmental effects of moving from a baseline scenario to an army rebasing scenario. DIO is satisfied that the OEA delivers this assessment correctly, and that the <i>additional</i> impact of Army rebasing on the water environment is negligible, relative to the existing impact of baseline abstractions and discharges.</p> <p>It is acknowledged that the existing MOD abstractions, in tandem with other existing abstractions (e.g. water company and private licenses) and other factors, affect low flows in the Nine-Mile river. A different approach is required to meet the requirements of the Habitats Regulations, and in-combination effects have been assessed in the preliminary report to inform HRA (OEA chapter 18). This will be reviewed and any uncertainties in the modelling will be addressed in the final HRA report (see below). It should be noted that MOD abstractions were included in the Review of Consents. Further information is given in the response to 9.5.2 below.</p> <p>DIO has been and will continue to work closely with the Environment</p>

Comment from Environment Agency	DIO Response & Suggested Actions
<p>report). If necessary, the Wessex Basin Model should be re-run with Wessex Waters proposed sustainability reductions included and the remaining impacts of the MOD abstractions assessed. It is likely that as Wessex Waters abstractions reduce, the proportionate impact of the MOD abstractions will increase (however the overall impact on flows and levels will go down).</p> <p>Chapter 18 - Preliminary Report to inform a Habitats Regulations Assessment, highlights the need for further modelling/ assessment work to be carried out. In particular, Section 18.6.1(River Avon SAC - Water Resources) acknowledges there is an unresolved question about the sustainability of the existing licences: "... there is an in combination effect which should be addressed, although the solution should focus on the existing licences ... since ABP makes a negligible contribution. It is not possible to say at this stage whether an adverse effect on the integrity of the River Avon SAC is resulting from the existing licenses in combination."</p>	<p>Agency (EA) and Natural England (NE) to address their specific issues ahead of planning applications being made. It is possible that environmental monitoring, including pump tests and further site specific assessments are required. In this regard, DIO proposes to re-run the regional groundwater model with Wessex Water sustainability reductions in place to reassess the impact of MOD abstractions alone. Mitigation measures will then be developed as required.</p> <p>DIO plans to address the existing water resource issues at MOD sites through water efficiency improvements and significant leakage reduction. Reductions have already been achieved at Larkhill and Bulford by introducing various water saving measures, and DIO is now undertaking an assessment study into new water supply infrastructure at Larkhill and Bulford which will reduce leakage significantly from the current high rates at each site. The increases in water requirement at Larkhill and Bulford garrisons for Army basing are expected to more than be accommodated by the decrease in water requirement that should result from fixing existing leakage. Reducing net abstraction should also act to reduce any effects on the River Avon SAC. The proposed timeline is to complete this work by the end of 2017.</p> <p>DIO recognizes the importance of the Nine-Mile river and has management measures in place to benefit the river and its associated habitats and species. A specific habitat management plan for the Nine-Mile river is under development.</p>
<p>OEA Section 9.4.5 - Water dependent conservation sites: Our comments provided above are also relevant to this section. Increasing abstraction will increase the amount of time the groundwater table is below pond base level, therefore exacerbating the existing situation. This is significant as the ponds are largely fed by groundwater. This assessment should be made using the tools available (interpretation of the Wessex Basin Model output). Some form of mitigation where required should then be proposed.</p>	<p>An assessment of the ponds has been made using the Wessex Basin Model (pages 9-27 of the OEA.) AMEC states: "Using the model as a crude estimating tool (which lacks local site complexity and hydrology at the pond scale), the impact of abstractions on the prolonged wetness of newt bearing ponds is limited and the suitability (according to the model) is determined more by climate (i.e. regional recharge)."</p> <p>DIO proposes to develop a programme of monitoring with EA and NE for the ponds ahead of planning applications being submitted. Appropriate mitigation measures can then be agreed and taken forward.</p>
<p>OEA Section 9.5.2 - Uplift in water supply demand Whilst Wessex Water and Veolia's abstraction have been assessed under the Review of Consents up to their full licence condition, the MOD abstractions have not. The impact of</p>	<p>The Environment Agency has undertaken the Review of existing Consents. Although MOD abstractions are not currently subject to licensing, they were included in this review (Bourne and Nine Mile rivers Low Flow Investigation 2001 and Restoring Sustainable Abstractions project-Environmental Report, May 2005). More recently, MOD has</p>

Comment from Environment Agency	DIO Response & Suggested Actions
these abstractions should be assessed.	worked closely with the EA and in consultation with Natural England to provide more accurate abstraction data for inclusion in the updated groundwater model, undertaken this year. DIO also commissioned additional model runs for the OEA and HRA and further work will be undertaken as outlined above.

Table 2: Further Technical Responses to Natural England comments on the Overarching Environmental Appraisal.

N.B. This document provides further specific technical information to complement, rather than duplicate, the responses that have already been provided in the Statement of Community Involvement. As a result, it does NOT cover all points raised during the comments stage. Please see SCI for responses to those points not listed here.

Comment from Natural England	DIO Response & Suggested Actions
<p>General mitigation measures</p> <p>We note that a suite of general mitigation measures is listed in section 7.6.2. These include “Within garrison sites seek opportunities to maximise on site green space for recreational use which also maximises value for wildlife;” At this stage we would welcome a comprehensive wildlife management plan for the land controlled by DIO in these settlements more generally, as there may be significant opportunities to enhance biodiversity on their estate through for example, changes to the management regime of Public Open Space. We also suggest the specific mitigation measures include consideration of specific invertebrates for which the local area is important (e.g. planting and managing blackthorn for Brown Hairstreak).</p>	<p>DIO proposes to develop an overall biodiversity mitigation and enhancement strategy for Army Basing on Salisbury Plain, which will then inform subsequent planning applications. It is recommended that the details of this are agreed with Wiltshire Council and relevant conservation bodies through some form of voluntary undertaking. We will also look into opportunities for wider improvements at garrison sites with relevant Industry Partners.</p>
<p>In section 18.7.2 regarding the mitigation tracker, we reiterate previous advice that any measures classified as mitigation must be clearly over-and-above the MoD’s existing duties to ‘enhance’ under the Wildlife and Countryside Act.</p>	<p>Regarding the duty of enhancement, s28G of the WCA states that the Authority’s duty is “<i>in exercising its functions, to take reasonable steps, consistent with the proper exercise of the Authority’s functions, to further the conservation and enhancement of the...features by reason of which the site is of special scientific interest.</i>”</p> <p>As such the MOD’s ‘existing duties to enhance’ are strictly limited by the likelihood that any enhancements above and beyond agreed conservation objectives would unreasonably compromise the proper exercise of its core functions, by constraining current military training; or by constraining future flexibility to reconfigure or optimise use of the estate to meet changing Defence requirements.</p>

Comment from Natural England	DIO Response & Suggested Actions
<p>Biodiversity compensation</p> <p>Natural England concurs with the general principle that, after avoiding and mitigating, residual biodiversity impacts should be compensated for, and note that the intent is to use the DEFRA biodiversity offsetting metric to establish the level of compensation required. If this approach is to be adopted, we advise that the following points are considered.</p> <p>1. The DEFRA metric covers a wider suite of habitats than just priority habitats. For example, it includes arable land and woodland. However, the OEA only makes reference to using it for loss of calcareous grassland. If you propose to apply the metric in a manner which differs from the published method, this should be supported by reasoning. We note that the mitigation in the OEA includes reference to replacing any woodland lost with an equivalent area (e.g. page 7-157). Whether “an equivalent area” is appropriate could be ascertained by use of the offsetting metric.</p> <p>2. Any compensation measures will need to show that they are additional to what would have happened in their absence. For example:</p> <p>a. Any requirements for mitigation or compensation for impacts on protected sites or protected species will need to be considered separately from and in addition to any compensation provided in the form of a biodiversity offset.</p> <p>b. Compensation on land within the SAC might be construed as not being additional, but merely fulfilling a duty that the DIO have in any</p>	<p>The requirements for compensatory habitat provision are identified using the impact assessment methodology set out in the OEA. Only habitat loss impacts identified as being ‘significant’ (due to a combination of the scale of the impact and the relative value of the habitat being affected) are identified as requiring compensation. For those habitat loss impacts that were not judged as ‘significant’ (due to the small scale of the impact and/or the lower relative value of the habitat being affected) no compensation was identified as being necessary.</p> <p>While the Defra biodiversity offsetting calculator does provide values (and therefore the ability to devise an appropriate scale of compensatory provision) for all habitats it does not carry with it any assumption that all losses of all habitats mentioned in the calculator must be compensated for. Which habitats to compensate for remains a judgment to be made in each impact assessment. The approach taken in the OEA is therefore in line with the Biodiversity Offsetting tool.</p> <p>The full details of compensation will be reviewed through the proposed biodiversity mitigation and enhancement strategy for Army basing, once the results of further Phase 2 surveys are known. This will include consideration of a wide range of habitat types, including woodland and arable land. Compensation measures will then be developed for each planning application.</p> <p>DIO is not clear what is meant by the first sentence of this comment; however the examples are noted and understood. Please see the comments above regarding MOD’s duty to enhance.</p>

Comment from Natural England	DIO Response & Suggested Actions
<p>event to manage the SAC appropriately.</p> <p>3. The metric does not factor in impacts on priority species. This will need to be considered as an additional matter.</p>	<p>This will be taken into account when devising the final mitigation/compensation provision for the planning applications.</p>
<p>Recreational impacts on Stone Curlew</p> <p>Whilst contributions to the stone curlew mitigation strategy will be welcomed, the strategy does not consider housing within walking distance of the SPA. In this context we advise that the HRA should consider whether increased population in such close proximity to the SPA is likely to require additional measures to mitigate potential impacts on stone curlew.</p>	<p>DIO will ensure that the issue of SFA proximity to the SPA/SAC is fully addressed in the final Habitats Regulations Assessment for Salisbury Plain, which considers the in-combination effects of the Wiltshire Core Strategy.</p> <p>DIO proposes to deliver additional measures beyond the WC stone curlew mitigation strategy, including provision of additional recreational greenspace close to/within SFA sites and development of walking/ cycle routes to encourage use away from sensitive parts of the training area, provision of updating of the MOD Stone Curlew management plan, continuing adaptive management and exploring measures to positively influence recreational access on SPTA (in particular dog walkers).</p>
<p>Training infrastructure</p> <p>We recognise that there are many details still to be agreed regarding the plans for the CME, IBSR and ETR, including the proposed crossing of the Nine Mile River. It is therefore not possible to fully assess potential impacts at this stage. However whilst there are proposals to manage damage to chalk grassland, the potential impacts of training on the Nine Mile River winterbourne (which is a feature of the Salisbury Plain SSSI) do not seem to have been considered, and it is not clear whether the effect of the existing training or any proposed changes to training has been assessed on this feature.</p>	<p>The SSSI reach of the Nine-Mile river is within the Bulford Danger Area and as such is rarely used for Armoured Manoeuvre training. However, the potential environmental effects associated with changes to training from Army basing will be further assessed, as required, for the individual planning applications.</p>
<p>Designations</p> <p>The masterplan and OEA documents should acknowledge that the Nine Mile River winterbourne is a notified feature of the Salisbury Plain SSSI as is the Great Crested Newt, also a European Protected Species. Whilst the Nine Mile River winterbourne is a notified feature of Salisbury Plain SSSI it is also the intention of Natural England to notify as SSSI the winterbourne and perennial length of the Nine Mile</p>	<p>Natural England's comments are noted and accepted. Appropriate references will be included in subsequent planning applications.</p>

Comment from Natural England	DIO Response & Suggested Actions
<p>River downstream of Salisbury Plain SSSI, and we consider the river and its associated riparian habitat here to be of national importance. This river is a tributary of the River Avon and its flow supports the River Avon System SSSI and River Avon SAC.</p>	
<p>Proposed Nine Mile River crossing</p> <p>Habitats</p> <p>Marshy grassland, whilst not particularly botanically diverse, is generally uncommon. In this case the habitat is hydrologically linked with the river habitat and subject to unconstrained seasonal flooding. If considered in isolation, a low-moderate value could be attributed to it, however here it is integral to the natural functioning of the river and we therefore disagree with the assessment of low value. Similarly whilst wet broadleaved and mixed plantation woodland is not of great value considered in isolation, the woodland adjacent to the river provides supporting river habitat to the Nine Mile River and would be targeted for restoration following notification of the river.</p> <p>There does not appear to be an assessment of the broadleaved semi-natural woodland, yet part of this habitat is included in the area for the proposed crossing (map under section 5).Where habitats such as calcareous grassland and scrub form part of the riparian corridor and are therefore integral to the river habitat they should be assessed in tandem.</p> <p>Natural England considers the Nine Mile River to be of national (high) value and, as mentioned above, intends to notify the river and its supporting riparian habitat as a SSSI for its winterbourne and chalk river habitat. In particular, as shown by the flooded photographs the river is relatively unconstrained. In addition it is a tributary of the River Avon SAC and the upstream section of the river (including winterbourne and bourne habitats) is a notified feature of Salisbury Plain SSSI.</p> <p>We are concerned that the proposed route of the Nine Mile River crossing is through the marshy grassland and area of area of <i>Carex acutiformis</i> swamp. Whilst this may be the easiest in terms of construction, it is not the least damaging to the mosaic of habitats here and we advise that further assessment is required to include the impact on the natural hydrology and flooding pattern of the area. This</p>	<p>Natural England's comments are noted and accepted. The route of the crossing has not been finalised, and the comments will be taken fully into account in determining the final route and form of the crossing. A full assessment of impacts will be undertaken including the potential for pollution and the risk of this affecting the River Avon downstream. Survey and monitoring may be required to set-up baseline and conditions during operation.</p> <p>Mitigation/ compensation measures developed for the planning application will take due account of the various habitats in the context of their connection with the river (rather than in isolation).</p>

Comment from Natural England	DIO Response & Suggested Actions
<p>will help to identify the best all-round solution.</p> <p>Construction/operational impacts</p> <p>Loss of small areas of habitat have been assessed as very low or negligible value, however Natural England is of the opinion that these habitats should be assessed as part of the rivers riparian biotope mosaic. This may lead to re-evaluation as higher than low, very low or negligible. Short and long term impacts on the local morphology, hydrology and flooding pattern of the site need to be assessed, including the potential for increased siltation from run-off. In addition, if considering a ford as a crossing option, how the crossing would be restricted/limited in width, particularly in wet weather, should be addressed.</p> <p>In-combination impacts</p> <p>As mentioned previously it is not clear whether the proposed (or existing) levels of training are likely to impact on the winterbourne feature of the Nine Mile River. Ideally the weighting given to vehicles should be sufficient to protect the Nine Mile River and its ponds as well as the chalk grassland, and considers the time of year when the aquatic habitat and Great Crested Newt populations would be sensitive to vehicle movements. The winterbourne habitat needs to be included in the framework for protecting the chalk grassland and its effectiveness should be monitored. The impact of adding another crossing on the river in addition to existing crossings/bridges should also be considered.</p>	<p>DIO is unclear what is meant by ‘in-combination’ impacts, as the Nine-Mile River is not an SAC feature. Possible impacts on the River Avon downstream have been assessed in the draft HRA chapter and will be explored further in finalising this document.</p> <p>As stated above, the SSSI reach of the ephemeral Nine-Mile river is within the Bulford Danger Area and as such is rarely used for Armoured Manoeuvre training. However, the potential environmental effects associated with changes to training from Army basing will be further assessed, as required, for individual developments. For the avoidance of doubt, the proposed crossing is on the perennial stretch of the river at Bulford Garrison, which is currently not notified as a SSSI. DIO has and continues to undertake positive management for the winterbourne stretch of the river, as evidenced by its inclusion in the Super Unit Management Plans, published in 2011.</p> <p>Regarding the crossing, the OEA considered, as far as details allowed, the effects of the proposed crossing on the environment, compared to baseline conditions which would, by definition, include the effect of existing crossings. This will be developed further when the route has been finalised and will include impacts on flow.</p>

Comment from Natural England	DIO Response & Suggested Actions
<p>Water Quality</p> <p>The water quality of the Nine Mile River is presently high and we advise that potential impacts on water quality need further assessment. The proposed crossing lies less than 2km upstream of the confluence with the River Avon SAC and there is therefore the potential that any pollution incident could directly impact on the SAC, as well as on ground water. Aquatic invertebrates are also sensitive to pollution incidences.</p>	<p>Natural England’s comments are noted and accepted. As stated above, a full assessment of impacts will be undertaken including the potential for pollution and the risk of this affecting the River Avon downstream. Survey and monitoring may be required to set-up baseline and conditions during operation.</p>
<p>Water resources</p> <p>We have concerns about the argument that because the effects of abstraction are already having a significant adverse impact on integrity of the Avon, the contribution of the rebasing proposals are negligible. Whilst the uplift due to the rebasing may be insignificant compared to the existing MoD impact, it does represent an increase in abstraction. Whether or not the MoD considers it to be significant, the total abstraction planned is likely to have a significant effect on the integrity of the SAC and needs to be considered in that light.</p>	<p>Please see DIO’s detailed response to the Environment Agency’s comments on water resources issue above.</p>
<p>Additional comments on water resources</p> <p>Where the report refers to surface water abstraction not being critical as additional abstraction is possible for 30-50% of the time, there is no reference to any flow conditions which may result in limitations on this additional abstraction.</p> <p>Regarding the current impact of abstraction and surface water flow, the AMEC report indicates that modelling also shows impacts on the Wylfe and Till, which are both part of the River Avon SAC. We therefore question how the residual impact can be minor or negligible. For a Habitats Regulations Assessment it is the impact of the actual abstraction planned which needs to be considered, not purely the proposal for ‘uplift’ in abstraction.</p>	<p>The correct wording is “not quite so critical.” The information was provided by the Environment Agency. Details of flow conditions were not provided.</p> <p>Although not the primary focus of the modeling exercise, the groundwater model for the OEA demonstrated that the uplift in abstraction from Army basing will have a negligible effect on the rivers Wylfe and Till. As explained above, the methodological approach of the OEA is to look at ABP-related changes only, although the HRA has a wider remit. If there are existing impacts these will be considered separately from Army Rebasing, unless there is any indication that there may be an in-combination impact.</p> <p>Please see comments above regarding plans to improve water efficiency. DIO will continue to work with the Environment Agency and Natural England to address their concerns ahead of planning applications being made.</p>

Comment from Natural England	DIO Response & Suggested Actions
<p>Table 9.4: reference is made to Salisbury Plain with the Nine Mile River as unfavourable recovering. While this may be the case for Salisbury Plain, the winterbourne feature has not been assessed to date.</p> <p>9.4.4: the report states that the degree to which the ponds interact with groundwater is not fully understood. We advise that further assessment is necessary as the impact on ponds is inconclusive.</p> <p>9.4.8: the water quality data is rather out of date, ideally this would be updated.</p> <p>9.5.3 Soil Impact Assessment: – The Military training infrastructure section refers to there being no impact from operations due to the stone tracks with relation in the Nine Mile River crossing. It should be noted that the stone will need to be of suitable geology/inert in order not to impact on the chemistry of the groundwater.</p> <p>Table 9.19: The impact of water supply is recorded as negligible, however this is when comparing to the existing level of impact. The modelling shows that the actual abstraction impact may be significant – i.e. the existing level of abstraction may have a significant impact (the quantity the MoD plan to abstract).</p> <p>9.9.2: The Environment Agency has stated the need to address leakage and reduce it to below 30%. Natural England supports this, however it should also be borne in mind that this may result in increased impacts of abstraction on the Avon, Bourne and Nine Mile River and in particular the winterbourne and newt ponds which needs to be assessed.</p>	<p>This is noted. DIO awaits conservation objectives for this new feature, and the results of the Integrated Site Assessment. However, in the absence of this information we will review the JNCC Common Standards Monitoring Guidance which was updated in Jan 2014.</p> <p>This is acknowledged and accepted.</p> <p>The water quality data is as published on the Environment Agency web site and DIO therefore believes it should be considered reasonably current; additional water quality data was requested from the Environment Agency but, owing to the volume of data required, could not be supplied in time to be used in the OEA. DIO will assess baseline water quality for the purposes of the proposed crossing, and proposes to develop an ongoing monitoring programme for the river.</p> <p>This is noted.</p> <p>Please see DIO's previous response on this issue.</p> <p>This is noted. DIO's intention is to minimise leakage through network modernisation (including at Bulford), and it is recognised that reducing leakage, in conjunction with the uplift in troop numbers, could in theory have an impact the aquifer and protected ponds, although DIO maintains that eliminating leakage and improving water efficiency is fundamentally the right thing to do.</p>

Comment from Natural England	DIO Response & Suggested Actions
	<p>The linkage between leakage and groundwater recharge is a complex and long-term issue with many uncertainties which will take time to understand. DIO will work with Natural England and the Environment Agency to agree appropriate long-term measures to monitor and manage the aquifer and protected ponds/ species. This may include pump testing, pond level and groundwater monitoring and habitat management.</p>
<p>Appendix 9A</p> <p>We have noticed a significant error that has implications for the conclusions made in the OEA. The report refers to the environmental flow indicator (EFI) for the River Avon at Q95 being <15% below natural under the Water Framework Directive (WFD) (the existing method), but this is incorrect – under WFD the Environment Agency and Natural England agreed EFI for the River Avon at Q95 to protect the SAC was <10% below natural. (The EFI targets agreed and used for the RoC were <Qn50 – 10% below natural and >Qn50% - 15% below natural). The report notes that flow screening tools are not designed for the ephemeral reaches. Therefore any conclusions based on the output for the winterbourne section of the Nine Mile River and ponds, and the winterbourne section of the Bourne, need to be treated with caution. On the one hand the report states that the model is not sensitive enough to assess impacts on ponds drying and therefore it is difficult to conclude no impact, yet it also concludes that abstractions mean that the ponds dry for greater than 10 days one year in four, and that natural climatic variations have as much or greater influence than abstraction on the levels in the pond. Natural England therefore advises that due to the model uncertainties the conclusions need to be interpreted with caution and potential impacts need further investigation before being ruled out. We advise that results should also be related to impacts on Great Crested Newts.</p> <p>The impact appears skewed for the Nine Mile River, i.e. there is a greater impact on flows when the river is naturally flowing, however it is the protection of flows across the whole flow cycle that is important. In addition the impacts on groundwater drawdown can affect vegetation and also the area that will support the winterbourne habitat. The length of time the winterbourne is dry/flowing is</p>	<p>The modelling consultants, AMEC, have advised that the correct WFD Flow Compliance screening tool was used for a water body with a moderate ASB (abstraction sensitivity band) i.e. <15%.</p> <p>DIO's understanding is that the more stringent <10% value is associated with the new JNCC method. At the time of writing the OEA, we understood that the impact of the new JNCC method on existing Review of Consents work was being assessed by the Environment Agency. Therefore discussions regarding the use of a <10% value were on-going between the Environment Agency and Natural England. Nonetheless, Appendix 9A provides comment on the impact of using a <10% or <15% value.</p> <p>It is noted that there is uncertainty in applying the model to assessing impacts to the ponds / Nine Mile River. However, at present (and as acknowledged by the Environment Agency) it is the best available tool with which to assess the impacts.</p> <p>As discussed above, DIO will work with Natural England and the Environment Agency to agree appropriate monitoring measures in order to understand groundwater / surface water interaction at the ponds / Nine Mile River and ultimately inform Wessex Basin Model refinement.</p>

Comment from Natural England	DIO Response & Suggested Actions
important but also the depth that the groundwater falls to should be considered. Whilst the report states that flows do not quickly recover, once they fail due to groundwater recession they are unlikely to recharge within a 10 or 20 day period and the impacts of this will need to be considered.	
<p>Appendix 9B</p> <p>We advise that the targets used should be those that are the most stringent, whether they are WFD or JNCC. Proposals leading to deterioration to any surface or groundwater bodies, including the Nine Mile River (which we consider is of national importance as indicated by our intention to notify as SSSI) is of concern.</p>	<p>For a WFD assessment we would consider it most appropriate to use the WFD criteria (for future water resource and water quality assessments different criteria could be used). Appendix 9A of the OEA provides comment on the impact of using a <10% or <15% value.</p> <p>The WFD Assessment will need to be updated for the planning applications once the more detailed water resource and water quality impacts modelling and investigation is completed. As part of this process, the appropriateness of alternative targets will be examined.</p>

Table 3: MOD Further Technical Responses to Wiltshire Council comments on the Overarching Environmental Appraisal.

N.B. This document provides further specific technical information to complement, rather than duplicate, the responses that have already been provided in the Statement of Community Involvement. As a result, it does NOT cover all points raised during the comments stage. Please see SCI for responses to those points not listed here.

Comment from Wiltshire Council	DIO Response & Suggested Actions
<p><u>Ecology Issues</u></p> <p>An extensive desk study has been undertaken supplemented by a large amount of phase 1 habitat survey work during Jan - April 2014. It has not been possible to fully consider the contents under current time pressures. There may need to be adjustments made in the way that some features have been valued. For example two large areas of calcareous grassland at Perham Down and Larkhill are assessed as being of medium (county) importance and low (district) importance respectively but it is not clear why they are valued differently. Also the relative importance attached to badgers over great crested newts is surprising</p>	<p>This is noted, and these comments will be taken forward and incorporated into detailed plans for individual sites.</p> <p>The approach taken to valuation of parcels of land both in their own right and for the value they present to great crested newts was discussed between Wiltshire Council and the OEA ecological consultants.</p>

Comment from Wiltshire Council	DIO Response & Suggested Actions
<p>and the county value assigned to bats in the garrisons may be rather high, and would be better considered when surveys are complete.</p> <p>While it is noted that all designated sites including European protected sites (SAC and SPA), SSSIs and County Wildlife Sites (CWS) have been avoided by the preferred site selection for SFA, some surveys of preferred options have identified calcareous grassland and broadleaved woodland which is of county importance. These sites would be eligible for designation as CWSs and should therefore be assessed against the criteria in the Wildlife Sites Handbook for Wiltshire. A robust and consistent approach to valuing ecological features is essential to ensure that the impact assessment is as accurate as possible and mitigation is proportionate.</p> <p>The study of existing site ecology is acceptable for the purposes of supporting the Masterplan. It provides a competent high level evaluation of features within each area e.g. Bulford, Imber etc. and it is likely that all the main issues of concern have been identified. It appears there are no species or habitats directly impacted by the works that would prevent the recommended options being pursued and the study will be helpful in agreeing where further survey and assessment work should be targeted to support forthcoming planning applications.</p> <p>It is too early for Wiltshire Council to fully endorse the section covering the impact assessment as survey work is incomplete, queries exist with the evaluation of some features and the details of development are not yet available. Details are given regarding the approach to mitigation for each site and these include reference to offsetting the loss of calcareous grassland using the Defra metric which would be welcomed. The metric can of course, and should, be applied to arable, scrub and woodland habitats.</p>	<p>Whether or not the parcels of land in question would meet criteria for designation as County Wildlife Sites is not considered particularly germane to the conclusions of the OEA in terms of impact and resulting effect, provided that the relative value of the parcel of land has been correctly identified (i.e. of County value)</p> <p>This is noted.</p> <p>A high level of detail is not appropriate for a Masterplan/OEA – the more detailed impact assessments will follow for individual developments. Owing to seasonal constraints, Phase 2 surveys were not available to inform the OEA but are now largely completed. Please refer to response to Natural England regarding biodiversity offsetting and production of a biodiversity mitigation strategy.</p>
<p><u>HRA Issues</u></p> <p>Wiltshire Council is pleased to see that the Masterplan is accompanied by a strategic level Habitats Regulations Assessment (HRA) which sets out how the army basing programme (ABP) as a whole is likely to affect Natura 2000 sites, particularly Salisbury Plain SAC / SPA and the River Avon SAC; this will provide a useful context when it comes to carry out project level HRA's of the individual planning applications, however it is not the end of the HRA process.</p> <p>The HRA report identifies 'likely significant effects' upon the protected sites as a result of the proposals including habitat loss and disturbance of breeding bird populations on Salisbury Plain, and impacts of abstraction / discharge on the</p>	<p>The OEA included an assessment (Ch 18) to inform HRA; the Masterplan-level HRA itself will be finalised in due course and will incorporate consultation comments. This will be used to support individual project-level HRAs as required, in support of planning applications.</p>

Comment from Wiltshire Council	DIO Response & Suggested Actions
<p>River Avon. The HRA suggests that it should be possible for the ABP to be delivered without having an adverse effect upon the designated sites but acknowledges that further work is required to further assess the extent of these impacts and ensure that any sufficient mitigation / compensation measures can be secured. While a degree of uncertainty is often unavoidable in a strategic level HRA, this is generally made acceptable where there a further HRA will be undertaken 'down the line' when further details are available i.e. at the planning application stage, and where caveats have been inserted into the strategic plan to demonstrate how any residual risks will be dealt with at later stages.</p> <p>The Masterplan document itself does not currently acknowledge any potential constraints to development associated with the HRA or the need for further information and mitigation / compensation measures to support the HRA process through to the planning application stage. It is therefore advised that the Masterplan includes a strong statement acknowledging these constraints and providing a clear commitment to address the unresolved HRA issues (particularly those identified in Section 18.7 of the HRA and summarised below) prior to an application being made in September 2014.</p>	<p>This statement has now been included in the final Masterplan.</p>
<p>With regards to individual Natural 2000 sites, the main unresolved issues are as follows:</p> <p><u>River Avon SAC</u></p> <p>The HRA is clear that the existing abstraction at Bulford garrison is having a significant effect upon the River Bourne / Nine Mile River, although it is not clear whether this is causing the river to be in unfavourable condition. It will therefore be difficult to demonstrate that the ABP would not exacerbate this situation or make it more difficult for this section of the river to achieve favourable condition in the future. The HRA suggests that the contribution of ABP would be 'negligible', however there do not appear to be any figures to clarify how negligible has been defined. Given the current negative effects which abstraction is having, any additional abstraction is unlikely to be acceptable.</p> <p>Significant sustainability reductions within the garrison e.g. through reduced leakage, may help to mitigate any necessary additional demands for water from the ABP, however no information on such measures is currently available to be confident that the additional water demand can be accommodated. It is also worth noting that this programme cannot rely on sustainability reductions previously agreed through the Review of Consents which are required to make Wessex Water's abstractions acceptable, or prior MOD commitments for water</p>	<p>Please see above responses made to the Environment Agency/ Natural England on these issues. These issues will be considered in the final (strategic) HRA, with appropriate mitigation being agreed with relevant authorities.</p>

Comment from Wiltshire Council	DIO Response & Suggested Actions
<p>reduction such as those in its Sustainable Development Strategy. Further detailed modelling work and information on proposed sustainability reductions will be required to demonstrate that the any development at Bulford can be consented in line with the requirements of a HRA at the application stage, as agreed with Natural England, the Environment Agency and Wiltshire Council.</p> <p>With regards to the discharge of foul sewer effluent, the OEA / HRA does not appear to include any evidence to demonstrate that the additional foul sewer effluent generated by the ABP could be accommodated within the headroom of existing permits, if not it will be necessary to assess the potential effects of additional phosphate loading associated with the ABP. The capacity of the STWs within the garrisons need to be confirmed and agreed with the Environment Agency and Wiltshire Council prior to submission of the first applications.</p> <p><u>Salisbury Plain SPA</u></p> <p>The HRA acknowledges that there is potential for in-combination effects between the Wiltshire Core Strategy and the ABP as a result of increased recreational activity on Salisbury Plain causing disturbance to designated populations of ground nesting birds. While most of the disturbance will be associated with WCS, a significant proportion (30%) will be additional, due to the ABP. While there is an existing mitigation strategy in place to address WCS development, this will need to be reviewed to ensure that it can accommodate the volume, extent and proximity of SFA currently proposed under the ABP, which is in excess of that originally anticipated when the mitigation strategy was developed, therefore it is expected that additional measures are likely to be provided to address these impacts.</p> <p>Other impacts such as loss of foraging habitat and disturbance are also outside the scope of the existing mitigation strategy (which only addresses recreational activity), and will require bespoke mitigation / compensation measures. Any mitigation measures should be delivered as part of the overall ABP, as agreed with Natural England and the Council prior to submission of the first application which could impact on the SPA.</p> <p><u>Salisbury Plain SAC</u></p> <p>There is likely to be a loss of calcareous grassland habitats within Salisbury Plain SAC which is as yet unknown, but will require restoration / replacement. It will be necessary to be clear that such habitat restoration / creation works are in addition to any existing work proposed by MOD under its statutory duties as a public landholder and that it is proportionate to any impacts related to ABP; as has been</p>	<p>Please the response above to Natural England on this issue. Disturbance issues will be considered in the final (strategic) HRA, and any appropriate mitigation will be agreed with relevant authorities.</p> <p>As discussed above, DIO proposes to develop an overall</p>

Comment from Wiltshire Council	DIO Response & Suggested Actions
<p>discussed, a 'mitigation tracker' is required to provide clarity on this issue. The scope of the impacts will be dependent upon the final sitting and design of certain features, which should be avoided as far as possible through sensitive decision making informed by up to date botanical surveys. Both the mitigation tracker and botanical surveys should be completed prior to the first application which could impact on the Salisbury Plain SAC, in consultation with Natural England and Wiltshire Council.</p> <p>The OEA identifies an approach to mitigation for recreational impacts arising from ABP on Salisbury Plain SPA based on making contributions towards the strategy which is already in place for development arising from the Wiltshire Core Strategy. Wiltshire Council will work with the MOD and its consultants prior to drawing up planning applications to resolve this, but clearly since the ABP brings additional development to the area, Wiltshire Council would wish to see additional measures secured over and above those currently being delivered by its strategy.</p>	<p>biodiversity mitigation and enhancement strategy for Army Basing on Salisbury Plain, which will then inform subsequent planning applications.</p> <p>Noted. DIO believes that this related to the SPA rather than the SAC.</p>

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Appendix 4: Summary of responses from statutory consultees & stakeholders

Consultee	Comment
WC Highways	<p>The Draft Outline Transport Assessment (DOTA) is a very helpful basis upon which to begin consideration of the likely transport impacts/implications and need for mitigation.</p> <p>It gives the comfort of demonstrating that improvements are achievable, however it is too early to confirm whether the measures identified in the DOTA are the most appropriate, and/or whether there are additional measures required to deal with other issues not yet clearly assessed (for example the extent and impacts of any unwelcome traffic rerouting as a consequence of the overall plan).</p> <p>As stated in the covering letter, there have been a number of concerns raised by local communities and their councillors on the impact of additional MOD and service family vehicles. DIO needs to take account of the discussion at the Councillor Reference Group (CRG) held on 12 June 2014, and to include a record of this meeting within the final SCI to be submitted with the Masterplan.</p> <p>Ongoing discussion should lead to an eventual agreement on the shape, form and extent of a package of transport measures on both the local and trunk road networks – Members will need to be updated on progress as and when the Masterplan is considered for approval.</p> <p>Wiltshire Council awaits the advice of the Highways Agency, whose views have the potential to have a significant effect on the overall 'package'.</p>
WC Conservation	<p>Issues raised early on in the process have been largely addressed. Remaining concerns are matters for recording to be picked up at the planning application stage. Detailed design, and related local visual and heritage impacts are also for the planning application stage. Development at Upavon is particularly sensitive in this respect.</p>
WC Archaeology	<p>There is much ongoing and future archaeological assessment required of both the SFA sites, inside the wire development sites and proposed training infrastructure sites. These assessments may throw up archaeologically significant features that may require changes to the Masterplan.</p> <p>As the individual planning applications are being prepared to be submitted, the DIO and their archaeological specialists and advisers should discuss these with Wiltshire Council as early as possible.</p>
WC Ecology	<p>There may need to be adjustments made in the way that some features have been valued. For example two large areas of calcareous grassland at Perham Down and Larkhill are assessed as being of medium (county) importance and low (district) importance respectively but it is not clear why they are valued differently. Also the relative importance attached to badgers over great crested newts is surprising and the county value assigned to bats in the garrisons may be rather high, and would be better considered when surveys are complete.</p> <p>While it is noted that all designated sites including European protected sites (SAC and SPA), SSSIs and County Wildlife Sites (CWS) have been avoided by the preferred site selection for SFA, some surveys of preferred options have identified calcareous grassland and broadleaved woodland which is of county importance. These sites would be eligible for designation as CWSs and should therefore be assessed against the criteria in the Wildlife Sites Handbook for Wiltshire. A robust and consistent approach to valuing</p>

ecological features is essential to ensure that the impact assessment is as accurate as possible and mitigation is proportionate.

The study of existing site ecology is acceptable for the purposes of supporting the Masterplan. It provides a competent high level evaluation of features within each area e.g. Bulford, Imber etc. and it is likely that all the main issues of concern have been identified. It appears there are no species or habitats directly impacted by the works that would prevent the recommended options being pursued and the study will be helpful in agreeing where further survey and assessment work should be targeted to support forthcoming planning applications.

It is too early for Wiltshire Council to fully endorse the section covering the impact assessment as survey work is incomplete, queries exist with the evaluation of some features and the details of development are not yet available. Details are given regarding the approach to mitigation for each site and these include reference to offsetting the loss of calcareous grassland using the Defra metric which would be welcomed. The metric can of course, and should, be applied to arable, scrub and woodland habitats.

HRA Issues

Pleased to see that the Masterplan is accompanied by a strategic level Habitats Regulations Assessment (HRA) which sets out how the army basing programme (ABP) as a whole is likely to affect Natura 2000 sites, particularly Salisbury Plain SAC / SPA and the River Avon SAC; this will provide a useful context when it comes to carry out project level HRA's of the individual planning applications, however it is not the end of the HRA process.

The HRA report identifies 'likely significant effects' upon the protected sites as a result of the proposals including habitat loss and disturbance of breeding bird populations on Salisbury Plain, and impacts of abstraction / discharge on the River Avon. The HRA suggests that it should be possible for the ABP to be delivered without having an adverse effect upon the designated sites but acknowledges that further work is required to further assess the extent of these impacts and ensure that any sufficient mitigation / compensation measures can be secured. While a degree of uncertainty is often unavoidable in a strategic level HRA, this is generally made acceptable where a further HRA will be undertaken 'down the line' when further details are available i.e. at the planning application stage, and where caveats have been inserted into the strategic plan to demonstrate how any residual risks will be dealt with at later stages. The Masterplan document itself does not currently acknowledge any potential constraints to development associated with the HRA or the need for further information and mitigation / compensation measures to support the HRA process through to the planning application stage. It is therefore advised that the Masterplan includes a strong statement acknowledging these constraints and providing a clear commitment to address the unresolved HRA issues (particularly those identified in Section 18.7 of the HRA and summarised below) prior to an application being made in September 2014.

With regards to individual Natural 2000 sites, the main unresolved issues are as follows:

River Avon SAC

The HRA is clear that the existing abstraction at Bulford garrison is having a significant effect upon the River Bourne / Nine Mile River, although it is not clear whether this is causing the river to be in unfavourable condition. It will therefore be difficult to demonstrate that the ABP would not exacerbate this situation or make it more difficult for this section of the river to achieve favourable condition in the future. The HRA suggests that the contribution of ABP would be 'negligible', however there do not appear to be any figures to clarify how negligible has been defined. Given the current negative effects which abstraction is having, any additional abstraction is unlikely to be

acceptable. Significant sustainability reductions within the garrison e.g. through reduced leakage, may help to mitigate any necessary additional demands for water from the ABP, however no information on such measures is currently available to be confident that the additional water demand can be accommodated. It is also worth noting that this programme cannot rely on sustainability reductions previously agreed through the Review of Consents which are required to make Wessex Water's abstractions acceptable, or prior MOD commitments for water reduction such as those in its Sustainable Development Strategy. Further detailed modelling work and information on proposed sustainability reductions will be required to demonstrate that the development at Bulford can be consented in line with the requirements of a HRA at the application stage, as agreed with Natural England, the Environment Agency and Wiltshire Council.

With regards to the discharge of foul sewer effluent, the OEA / HRA does not appear to include any evidence to demonstrate that the additional foul sewer effluent generated by the ABP could be accommodated within the headroom of existing permits, if not it will be necessary to assess the potential effects of additional phosphate loading associated with the ABP. The capacity of the STWs within the garrisons need to be confirmed and agreed with the Environment Agency and Wiltshire Council prior to submission of the first applications.

Salisbury Plain SPA

The HRA acknowledges that there is potential for in-combination effects between the Wiltshire Core Strategy and the ABP as a result of increased recreational activity on Salisbury Plain causing disturbance to designated populations of ground nesting birds. While most of the disturbance will be associated with WCS, a significant proportion (30%) will be additional, due to the ABP. While there is an existing mitigation strategy in place to address WCS development, this will need to be reviewed to ensure that it can accommodate the volume, extent and proximity of SFA currently proposed under the ABP, which is in excess of that originally anticipated when the mitigation strategy was developed, therefore it is expected that additional measures are likely to be provided to address these impacts. Other impacts such as loss of foraging habitat and disturbance are also outside the scope of the existing mitigation strategy (which only addresses recreational activity), and will require bespoke mitigation / compensation measures. Any mitigation measures should be delivered as part of the overall ABP, as agreed with Natural England and the Council prior to submission of the first application which could impact on the SPA.

Salisbury Plain SAC

There is likely to be a loss of calcareous grassland habitats within Salisbury Plain SAC which is as yet unknown, but will require restoration / replacement. It will be necessary to be clear that such habitat restoration / creation works are in addition to any existing work proposed by MOD under its statutory duties as a public landholder and that it is proportionate to any impacts related to ABP; as has been discussed, a 'mitigation tracker' is required to provide clarity on this issue. The scope of the impacts will be dependent upon the final siting and design of certain features, which should be avoided as far as possible through sensitive decision making informed by up to date botanical surveys. Both the mitigation tracker and botanical surveys should be completed prior to the first application which could impact on the Salisbury Plain SAC, in consultation with Natural England and Wiltshire Council.

The OEA identifies an approach to mitigation for recreational impacts arising from ABP on Salisbury Plain SPA based on making contributions towards the strategy which is already in place for development arising from the Wiltshire Core Strategy. Wiltshire Council will work with the MOD and its consultants prior to drawing up planning applications to resolve this, but clearly since the

	<p>ABP brings additional development to the area, Wiltshire Council would wish to see additional measures secured over and above those currently being delivered by its strategy.</p>
WC Landscape	<p>It is noted that there will be significant residual effects at Larkhill SFA and Bulford SFA (south west). Larkhill is subject to enhanced planning constraints implied by the proximity of the WHS. Where development is proposed behind the wire landscape effects can be managed and contained. Additionally the concordat provides protection to the landscape south of the Packway. However the preferred SFA lies in the open countryside to the east of the camp and will have significant landscape and visual effects despite the proposed mitigation.</p> <p>At this stage the study is very high level, it is possible that as the masterplan refines, good design principles and a well developed mitigation strategy could further reduce the significance of effects at both sites. However with such a substantial change in landscape character at these sites, the question is whether an acceptable level of change can be agreed by those with an interest in the area or look for a new location.</p>
WC Education	<p>Views awaited.</p>
WC Public Health	<p>From a public health consideration, the master plan addresses the determinants of health and wellbeing as associated with the built environment. However, at section 8, while the master plan raises the matter of local services and facilities, it does not recognise the impact of the significant increase in the size of the local population and its particular demography. While education and primary health care impacts are considered, the plan does not include the need to increase leisure services provision, community health care, or services for children and young people. The young demography of serving personnel and their families will have an impact on all of these services.</p> <p>Planning to meet the increased demand for primary and secondary health care is underway via a Wiltshire health care commissioners group. Planning is also underway to address the impact on a range of other public health, social, and health care services. At present, it is unclear if the MoD is inclined to provide additional resources for the increased demand on those services or for public leisure facilities in the Larkhill/Bulford/Tidworth area.</p>
Environment Agency	<p><u>Masterplan</u> We note that the OEA and other documents have been used to inform the site selection process, which we support. However, even though the Masterplan is high level, we believe there could be more direction in this document on what would be required at the planning application stage. A large amount of detailed information has been provided in the OEA and appendices, however, some of the conclusions and required mitigation have not been carried across into the Masterplan, or between the Appendices and OEA report. If possible, we recommend that the Masterplan document is amended to reflect this. For example, referring to the mitigation that is mentioned in section 9.6 of the OEA, and the WFD Assessment recommendations given in section 1.5 (page 19 onwards) in the OEA Appendix 9B. Also there is no mention in the Masterplan of the further investigation that is required to assess water infrastructure requirements. This is discussed in more detail below.</p> <p><u>Water infrastructure</u> Our main issue at this stage is that there is still further assessment required to establish whether there would be sufficient water supply and wastewater</p>

capacity available to serve the proposed developments. We note in the OEA and supporting Appendices that further assessment is to be done regarding this, however, we wish to point out it is essential this assessment is completed prior to any planning application being submitted to Wiltshire Council.

OEA Section 9.4.4 (page 9-26 onwards) Hydrology: Model Calibration - The model meets acceptance criteria around the Salisbury Plain area and so results from it should be acceptable in terms of their relative accuracy. It is also the best tool available to assess the impacts and not a “crude estimating tool” as highlighted in part of this report.

Whilst it is recognised that the “army re-basing” is only likely to have a small additional impact on the Nine Mile river and ponds, above the existing impact, the impacts of the existing abstractions do have a SIGNIFICANT impact on low flows in the Nine Mile and potentially on pond levels. Any additional abstraction is likely to exacerbate this. The Wessex Basin Model is the best tool available to make this assessment as it is more complex than illustrated in the OEA. The Army Basing water consultant should conclude what the existing impacts are on the rivers and ponds using the tool and reach some conclusion regarding the overall impacts not just the additional impact presented by the abstraction. As the MOD abstractions have not been considered under the Review of Consents or Habitats Directive and no mitigation has been put in place for impacts that result for it, the need for future mitigation should be considered as part of the report.

The OEA and any subsequent EIA should not be relying on Wessex Waters sustainability reductions to mitigate for MOD abstraction impacts on the Bourne (as is alluded to in the report). If necessary, the Wessex Basin Model should be re-run with Wessex Waters proposed sustainability reductions included and the remaining impacts of the MOD abstractions assessed. It is likely that as Wessex Waters abstractions reduce, the proportionate impact of the MOD abstractions will increase (however the overall impact on flows and levels will go down).

Chapter 18 - Preliminary Report to inform a Habitats Regulations Assessment, highlights the need for further modelling/assessment work to be carried out. In particular, Section 18.6.1(River Avon SAC - Water Resources) acknowledges there is an unresolved question about the sustainability of the existing licences.

'... there is an in combination effect which should be addressed, although the solution should focus on the existing licences ... since ABP makes a negligible contribution. It is not possible to say at this stage whether an adverse effect on the integrity of the River Avon SAC is resulting from the existing licenses in combination'.

OEA Section 9.4.5 - Water dependent conservation sites: Our comments provided above are also relevant to this section. Increasing abstraction will increase the amount of time the groundwater table is below pond base level, therefore exacerbating the existing situation. This is significant as the ponds are largely fed by groundwater. This assessment should be made using the tools available (interpretation of the Wessex Basin Model output). Some form of mitigation where required should then be proposed.

OEA Section 9.5.2 - Issues excluded from further discussion/ assessment:
Discharge of foul sewer effluent - We have previously asked the Army Basing consultants to calculate if the increased discharge volume of foul sewer effluent that results from the Army Re-basing can be accommodated within the existing permit(s). It should not be assumed it can without having undertaken this assessment. Further information is therefore needed to

substantiate this claim.

Uplift in water supply demand - Whilst Wessex Water and Veolia's abstraction have been assessed under the Review of Consents up to their full licence condition, the MOD abstractions have not. The impact of these abstractions should be assessed.

Other issues to be dealt with at planning application stage

In addition to the water infrastructure assessments, we would require the following information to be included as part of any planning applications submitted to Wiltshire Council. It would be beneficial to make reference to these issues in the Masterplan, if possible.

Flood Risk

At this stage we do not have any major concerns with the Masterplan from a flood risk perspective.

We note that no Flood Risk Assessment (FRA) has yet been carried out; we shall be in a better position to comment on the flood risk implications of the proposals once we have seen the FRA. We note that in the 'constraints summary' (PCR Appendix 14) flood risk will be controlled through Sustainable Drainage Systems (SUDS) design once the extent of hard surface runoff is established. A strategy for managing surface water runoff based on a SUDS approach is welcomed. We recommend the FRA be prepared in accordance with current good practice and guidance in accordance with the National Planning Policy Framework (NPPF).

Please be aware that the Nine Mile River is designated an 'ordinary' watercourse and as such consent (Land Drainage Consent) from the Lead Local Flood Authority (LLFA) may be required for works associated with a proposed new crossing. At this location the LLFA is Wiltshire Council. You are advised to contact the Drainage Team to discuss their requirements:-

<http://www.wiltshire.gov.uk/communityandliving/civilemergencies/drainage/draingeordinarywatercourseconsent.htm>

Potential land contamination

OEA Chapter 11 recognises that further intrusive / Phase 2 site investigation works may be required as part of a planning condition to assess the current ground and groundwater conditions on the sites and update earlier reports prior to redevelopment. We would support this recommendation for any planning permissions granted to include contaminated land condition(s). It is likely that we will request further site investigation and monitoring as part of a planning condition, along with a remediation strategy and other requirements.

Pollution prevention and waste management

We note from the OEA that a Construction Environment Management Plan (CEMP) will be produced, which will address: waste and water management; procedures for dealing with chemicals, fuels and oils; and other pollution prevention measures. Our Pollution Prevention guidance, available on our website, should be incorporated into the CEMP.

During the construction stage the management of waste should take into account the waste hierarchy, with recycling and reuse of construction, demolition and excavation maximised wherever possible. This aims to achieve targets to reduce landfill and promote construction waste as a re-usable resource. A scheme for recycling/disposing of waste resulting from demolition and construction works should be produced.

Biodiversity

	<p><u>Winterbourne streams</u> The Nine Mile River is a chalk stream and is therefore recognised as a Priority Habitat under the UK Biodiversity Action Plan. As a general obligation under the UK BAP the Environment Agency and other bodies have a number of objectives to maintain and enhance the characteristic habitats, plants and animals of chalk rivers, including winterbournes. The UK BAP specifically identifies the need to protect chalk rivers from inappropriate development and secure the opportunities for enhancement through development, and other land use changes.</p> <p>Winterbournes are rare habitats and they can support unique plant and invertebrate communities. Some rare invertebrates can include the rare mayfly, <i>Paraleptophlebia wernerii</i> which is a red data book species.</p> <p><u>Environmental Enhancements</u> Any development should seek to include environmental enhancements, e.g: enhancing any existing ponds; creation of additional ponds, which could provide habitats for Great Crested Newts; native tree planting along the Nine Mile river; or river restoration.</p> <p><u>Protected Species</u> We note that otter and water vole surveys have been undertaken, along with other species surveys. Any protected species found in and around the sites proposed for development should be protected and appropriate mitigation measures should be put in place. Places for shelter and feeding need to be protected and the connectivity between sites which protected species use should be maintained.</p> <p><u>Bridges crossing rivers</u> Any bridges shall be clear spanning structures with the abutments set back to provide bank widths of at least 1 metre beneath the bridge and a height above the bank top of no less than 1 metre. This will maintain a continuous river corridor and provide for movement of wildlife.</p> <p><u>Delivery strategy (page 57, Masterplan) - Design Code</u> We note that a Design Code will be produced which will consider design solutions for building form, architectural details, features and materials. It will also include proposals for boundary treatments and hard and soft landscaping works. We presume this would incorporate sustainable construction methods to achieve energy and water efficiency.</p> <p>The incorporation of water efficiency measures into the project proposals will provide resilience to some of the extremes of weather conditions that climate change brings. It benefits future residents by reducing water bills, and also benefits wider society by allowing more water to go round in times of shortage.</p> <p>The army basing developments should include water efficient systems and fittings. These should include dual-flush toilets, water butts, water-saving taps, showers and baths, and appliances with the highest water efficiency rating (as a minimum).</p> <p>Greywater recycling and rainwater harvesting should be considered.</p>
Highways Agency	<p>Initial response provided requesting additional information.</p> <p>In summary additional information is required so that detailed checks of the traffic impact on the highway network can be made. It is recommended that trip distribution / assignment is provided for each individual site prior to combined distribution for all of the sites so that checks can easily be made.</p>

<p>English Heritage</p>	<p>English Heritage recognises MoD's strong commitment to the conservation of the historic environment within its estate, with its stated aim of sustainable development and role as steward of the historic assets within its holdings. MOD's desire to demonstrate exemplary management of the heritage assets within its land is reflected in its valuable role as a pro-active partner, particularly with regard to the conservation of the Stonehenge World Heritage Site, part of which falls within the Salisbury Plain Training Area (SPTA) and the wider defence estate.</p> <p>Salisbury Plain and its environs are blessed with an exceptionally rich historic environment. In addition to containing the highest concentration of Scheduled Monuments in Wiltshire, SPTA contains unusually well-preserved prehistoric and Romano-British landscapes, whose survival can largely be attributed to the set-aside of the land for military training and the resultant absence of the plough levelling of sites as seen widely elsewhere in the county. MoD's central role in the careful conservation of these nationally-important sites & landscapes is acknowledged.</p> <p>We also recognise the strategic importance of the Army Rebasing Programme and the need to identify and deliver appropriate sites for development within a relatively short timescale, ready for the redeployment of troops to SPTA. EH reiterates its commitment to work constructively with DIO to ensure that the programme receives priority, timely advice on historic environment issues within our remit.</p> <p>We have set out this advice in terms of the five main sites Larkhill, Bulford, Tidworth, Perham Down/Ludgershall and Upavon, and have broken comments down into Behind the Wire and Outside the Wire, the latter to encompass service family accommodation (SFA) and other aspects of infrastructure.</p> <p>We note the proposed improvements to training area infrastructure, and anticipate further discussions in due course, but are unable to offer any detailed comments in the absence of specific proposals at this stage, beyond those made in our letter dated 28th April 2014 providing advice on the Outline Environmental Appraisal.</p> <p><u>LARKHILL</u></p> <p><u>Behind the Wire</u> EH is grateful for the overview of proposed developments and tour of Larkhill garrison provided by Lt Col Le Feuvre on 5th March, which helped us to understand the nature & scope of requirements at this base. From the plans provided and from the site visit we recommend that the Programme considers the potential visual & setting impacts of development at the Purvis Lines sites and in the northern part of the garrison upon Scheduled Monuments to the north and west of the site. This is particularly with regard to Knighton Barrow long barrow and Robin Hoods Ball Neolithic enclosure, but potential setting impacts upon other Scheduled Monuments and the northern edge of the Stonehenge World Heritage Site should also be considered.</p> <p><u>Outside the Wire</u> <u>Service family accommodation</u> We are pleased that the Programme has responded positively to our previously expressed advice against any significant SFA development south of The Packway. The removal of potential allocation sites from the Stonehenge World Heritage Site (WHS) will serve to preserve its Outstanding Universal Value and to protect the integrity of the landscape within the WHS boundary.</p>
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The recommended SFA site north of The Packway was the subject of discussion between the Programme team and EH in May of this year. We are heartened to see that no SFA is proposed within those land parcels lying adjacent to and north of Durrington Walls Scheduled Monument and the NE corner of the WHS and that the Recommended site has been pulled back to the west & north, including the golf range.

Initial viewshed analysis suggests there will be little intervisibility between the WHS and its monuments and the recommended site – however a robust and thorough Heritage Impact Assessment, including a setting & visual impact assessment, is required to conclusively demonstrate that the projected impacts will be minimised. This is necessary to establish that development at this location can be achieved without harming the setting & context of the WHS or of the monuments within it.

It is possible that careful design and planning may be able to mitigate such impacts to an extent, given the location of the Recommended site in relation to the WHS, but we must reserve definitive comment pending detailed proposals and an appropriate Heritage Impact Assessment (HIA).

Other Infrastructure – Larkhill Sewage Treatment Works

From recent discussions regarding this facility we are aware that it is close to or at its current operational capacity. It is very likely that an expanded facility will be required to service the increased population of the enlarged Larkhill garrison and community. The present STW lies close to the heart of the Stonehenge WHS and partially within one of its key Scheduled Monuments, the neolithic Cursus. We believe there is little or no scope to extend or enlarge the STW in proximity to the Cursus due to the detrimental impacts this would have upon both the setting of the Cursus and Stonehenge itself, with which it is directly inter-visible. Allied to this, it would be highly likely to harm OUV and detract from a number of the Attributes making up the significance of the WHS.

Recommendation

We understand that the Programme is considering options for sewage treatment at Larkhill and recommend that alternative locations for STW development are selected, away from the heart of the WHS. We would be unable to support expansion or enlargement of the current facility for the reasons given above.

BULFORD

Behind the Wire

The proposed Living site shown in the south-east corner of the base may have the potential to impact upon the setting of Scheduled Monument No. 1009576 *Group of five bowl barrows south of Bulford Camp*. The potential setting impact should be assessed and appropriate mitigation measures considered as details emerge for this site.

Outside the Wire

The Recommended SFA site north of Double Hedges may have some potential to impact upon the setting of the group of Scheduled round barrows to the south of the A3028 road.

The Recommended Officers SFA site may have some potential to impact upon the setting of Scheduled Monument No. 1009903 *Beacon Hill monuments – bowl barrow, boundary feature, settlement and field system*.

These potential setting impacts should be assessed and appropriate mitigation measures considered as details emerge for these sites.

	<p><u>TIDWORTH</u></p> <p><u>Behind the Wire</u> Technical development in the western part of the base could have the potential to impact upon the setting of Scheduled Monuments to the west and north of the site. These potential setting impacts should be assessed and appropriate mitigation measures considered as details emerge for this site.</p> <p><u>PERHAM DOWN/LUDGERSHALL</u></p> <p><u>Behind the Wire</u> The relatively small proposed Working Site in the southernmost part of the base may have the potential to impact upon the setting of Scheduled Monument No. 1009833 <i>Boundary earthwork on Lamb Down</i>. The potential setting impact should be assessed and appropriate mitigation measures considered as details emerge for this site.</p> <p><u>Outside the Wire</u> We are pleased to see that the Potential SFA site PL18 is no longer part of the Masterplan proposals and welcome its removal, which will help preserve the landscape setting of Ludgershall Castle Scheduled Monument.</p> <p><u>UPAVON</u></p> <p><u>Behind the Wire</u> We note that proposals here could potentially impact upon the range of Listed structures within the base and/or their settings. We would wish to understand how proposals within the wire at Upavon will avoid or mitigate any such harmful impacts as the scheme for this site develops.</p> <p><u>General comments</u> Heritage assessment work – an extensive suite of heritage assessments will be required to inform direct and indirect impacts upon heritage assets, with regard given to the comments in this document about particular designated assets. The guidance in NPPF should be followed in assessing significance and impact upon that significance arising from the proposals. Setting impacts should be assessed following the guidance in <i>The Setting of Heritage Assets</i> (EH2011).</p> <p>Finally we are aware that the Programme team is in ongoing consultation with Wiltshire Council heritage advisers and recommend that any such advice be followed to ensure an appropriate approach to the treatment of undesignated heritage assets throughout the process.</p>
Natural England	<p><u>General mitigation measures</u> We note that a suite of general mitigation measures is listed in section 7.6.2. These include “Within garrison sites seek opportunities to maximise on site green space for recreational use which also maximises value for wildlife;” At this stage we would welcome a comprehensive wildlife management plan for the land controlled by DIO in these settlements more generally, as there may be significant opportunities to enhance biodiversity on their estate through for example, changes to the management regime of Public Open Space. We also suggest the specific mitigation measures include consideration of specific invertebrates for which the local area is important (e.g. planting and managing blackthorn for Brown Hairstreak).</p> <p>In section 18.7.2 regarding the mitigation tracker, we reiterate previous advice that any measures classified as mitigation must be clearly over-and-above the MoD’s existing duties to ‘enhance’ under the Wildlife and Countryside Act.</p>

Additional surveys

Section 7.6.1 sets out proposed additional surveys. Based on a brief site visit it appears that the area of grassland at Bulford north, although managed as amenity grassland, appears to be of reasonable botanical value, contrary to the implication of figure 7.23. We therefore advise that further botanical survey is carried out to establish its ecological value.

Approach to selecting SFA sites

It is important to ensure that suitable alternatives are considered in the development of the masterplan, so that when planning applications are made the EIA requirements to have considered alternatives have been fulfilled. We note that the Phase 2 Planning Context Report Phase 2 Constraints and Opportunities Mapping And Preliminary Socio-Economic Infrastructure Assessment Draft Version 2 says:

1.1.4. 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 464 Tri-Service Accommodation Regulations (TSARs) which states that "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. 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 and SFA Calculations).

It is unclear on what basis there is a requirement to site new SFA accommodation on MOD sites, and it would be very helpful if this was made clear. We note that the masterplan proposes to secure SFA accommodation from the private sector, suggesting that SFA need not be located on MOD sites. If the requirement to site new development on MOD sites is not absolute, then the area of search should be expanded to include land outside of MOD sites, within a reasonable distance.

In the absence of suitable justification for the requirement to only build on MOD land, (or appropriate consideration of alternatives) our advice is that the council should not endorse this masterplan as a material consideration, as there is no certainty that the masterplan plan is deliverable in that the EIAs for the applications may conclude that alternatives to the proposed locations are more suitable.

Comments on specific sites

Perham Down

We note that the Perham Down SFA site ZVI map shows that the site is visible from the North Wessex Downs AONB. However, no representative views have been assessed from this designation, which lies at its closest point some 900m away. We advise that impacts on this designated landscape should be explicitly considered in the OEA, and unless they can be ruled out from a desk based exercise, representative viewpoints assessed.

If this site is taken forward, care will be required when it comes to the planning application stage to ensure that the proposals do not detract from the special qualities of the AONB, and opportunities taken to enhance the landscape. We also advise that you to seek the advice of the North Wessex Downs AONB. Their knowledge of the location and wider landscape setting of the development should help to confirm whether or not it would impact significantly on the purposes of the AONB designation. They will also be able advise on whether the development accords with the aims and policies set out

in the AONB management plan.

Larkhill SFA and Bulford SFA South-West

We note that, according to the OEA, the residual landscape character and visual impact (post mitigation) for two of the proposed sites is moderate adverse. These are Larkhill SFA, (landscape and visual) and Bulford SFA South-West (landscape and visual). Of these two sites we are more concerned with respect to the Larkhill SFA site. To judge from the information in the OEA, Larkhill is currently visually enclosed by a ridgeline to the North East, and the proposed development will extend the settlement over and beyond this ridge, introducing the built form into an area currently very rural in appearance (see photo of view point 2, Figure 10.59.1) and view 7, Figure 10.59.4, on the boundary of the World Heritage Site. In the absence of a suitable justification for the requirement to only build on MOD land, (or appropriate consideration of alternatives) as described above, we advise that this site is not selected. If accommodation must be built on MOD land, it is not Natural England's role to weigh the landscape impacts against other considerations, but draw your and Wiltshire Council's attention to the significant landscape impacts that would result from these allocations.

Upavon Garrison

We note that this site adjoins the North Wessex Downs AONB. If redevelopment of this site is taken forward, care will be required when it comes to the planning application stage to ensure that the proposals do not detract from the special qualities of the AONB, and opportunities taken to enhance the landscape. As per Perham Down, above, we advise that you seek the advice of the North Wessex Downs AONB unit.

Bulford SFA North

As mentioned above (under "additional surveys"), we query the habitat status of the area of grassland at Bulford North, and thus query the assessment of impact at the end of page 7-100 as negligible.

Biodiversity compensation

Natural England concurs with the general principle that, after avoiding and mitigating, residual biodiversity impacts should be compensated for, and note that the intent is to use the DEFRA biodiversity offsetting metric to establish the level of compensation required. If this approach is to be adopted, we advise that the following points are considered.

1. The DEFRA metric covers a wider suite of habitats than just priority habitats. For example, it includes arable land and woodland. However, the OEA only makes reference to using it for loss of calcareous grassland. If you propose to apply the metric in a manner which differs from the published method, this should be supported by reasoning. We note that the mitigation in the OEA includes reference to replacing any woodland lost with an equivalent area (e.g. page 7-157). Whether "an equivalent area" is appropriate could be ascertained by use of the offsetting metric.
2. Any compensation measures will need to show that they are additional to what would have happened in their absence. For example:
 - a. Any requirements for mitigation or compensation for impacts on protected sites or protected species will need to be considered separately from and in addition to any compensation provided in the form of a biodiversity offset.
 - b. Compensation on land within the SAC might be construed as not being additional, but merely fulfilling a duty that the DIO have in any event to manage the SAC appropriately.
3. The metric does not factor in impacts on priority species. This will need to be considered as an additional matter.

Impacts on public rights of way

We note that some of the allocations (e.g. Bulford South, and Larkhill) will affect the public right of way assets of these communities. We advise that to be in line with the Draft CP52 (If damage or loss to green infrastructure is unavoidable, the creation of new green infrastructure ...will be required), the masterplan should show how any loss of quality due to the "urbanisation" of the public right of way network will be compensated for, such that there is no net detriment to the network.

More generally, given the extent of the MOD estate, options to enhance the recreational access resource available to the public should be considered. One such option is associated with the Larkhill SFA. An additional pedestrian route running north south to the immediate east of the housing and golf centre, linking the public rights of way to the north and south might provide an additional valuable recreational link.

Recreational impacts on Stone Curlew

Whilst contributions to the stone curlew mitigation strategy will be welcomed, the strategy does not consider housing within walking distance of the SPA. In this context we advise that the HRA should consider whether increased population in such close proximity to the SPA is likely to require additional measures to mitigate potential impacts on stone curlew.

Training infrastructure

We recognise that there are many details still to be agreed regarding the plans for the CME, IBSR and ETR, including the proposed crossing of the Nine Mile River. It is therefore not possible to fully assess potential impacts at this stage. However whilst there are proposals to manage damage to chalk grassland, the potential impacts of training on the Nine Mile River winterbourne (which is a feature of the Salisbury Plain SSSI) do not seem to have been considered, and it is not clear whether the effect of the existing training or any proposed changes to training has been assessed on this feature.

Designations

The masterplan and OEA documents should acknowledge that the Nine Mile River winterbourne is a notified feature of the Salisbury Plain SSSI as is the Great Crested Newt, also a European Protected Species. Whilst the Nine Mile River winterbourne is a notified feature of Salisbury Plain SSSI it is also the intention of Natural England to notify as SSSI the winterbourne and perennial length of the Nine Mile River downstream of Salisbury Plain SSSI, and we consider the river and its associated riparian habitat here to be of national importance. This river is a tributary of the River Avon and its flow supports the River Avon System SSSI and River Avon SAC.

Proposed Nine Mile River crossing

Habitats

Marshy grassland, whilst not particularly botanically diverse, is generally uncommon. In this case the habitat is hydrologically linked with the river habitat and subject to unconstrained seasonal flooding. If considered in isolation, a low-moderate value could be attributed to it, however here it is integral to the natural functioning of the river and we therefore disagree with the assessment of low value. Similarly whilst wet broadleaved and mixed plantation woodland is not of great value considered in isolation, the woodland adjacent to the river provides supporting river habitat to the Nine Mile River and would be targeted for restoration following notification of the river

There does not appear to be an assessment of the broadleaved semi-natural woodland, yet part of this habitat is included in the area for the proposed crossing (map under section 5).Where habitats such as calcareous grassland and scrub form part of the riparian corridor and are therefore integral to the

river habitat they should be assessed in tandem.

Natural England considers the Nine Mile River to be of national (high) value and, as mentioned above, intends to notify the river and its supporting riparian habitat as a SSSI for its winterbourne and chalk river habitat. In particular, as shown by the flooded photographs the river is relatively unconstrained. In addition it is a tributary of the River Avon SAC and the upstream section of the river (including winterbourne and bourne habitats) is a notified feature of Salisbury Plain SSSI.

We are concerned that the proposed route of the Nine Mile River crossing is through the marshy grassland and area of area of *Carex acutiformis* swamp. Whilst this may be the easiest in terms of construction, it is not the least damaging to the mosaic of habitats here and we advise that further assessment is required to include the impact on the natural hydrology and flooding pattern of the area. This will help to identify the best all-round solution.

Construction/operational Impacts

Loss of small areas of habitat have been assessed as very low or negligible value, however Natural England is of the opinion that these habitats should be assessed as part of the rivers riparian biotope mosaic. This may lead to re-evaluation as higher than low, very low or negligible. Short and long term impacts on the local morphology, hydrology and flooding pattern of the site need to be assessed, including the potential for increased siltation from run-off. In addition, if considering a ford as a crossing option, how the crossing would be restricted/limited in width, particularly in wet weather, should be addressed.

In-combination impacts

As mentioned previously it is not clear whether the proposed (or existing) levels of training are likely to impact on the winterbourne feature of the Nine Mile River. Ideally the weighting given to vehicles should be sufficient to protect the Nine Mile River and its ponds as well as the chalk grassland, and considers the time of year when the aquatic habitat and Great Crested Newt populations would be sensitive to vehicle movements. The winterbourne habitat needs to be included in the framework for protecting the chalk grassland and its effectiveness should be monitored. The impact of adding another crossing on the river in addition to existing crossings/bridges should also be considered.

Water Quality

The water quality of the Nine Mile River is presently high and we advise that potential impacts on water quality need further assessment. The proposed crossing lies less than 2km upstream of the confluence with the River Avon SAC and there is therefore the potential that any pollution incident could directly impact on the SAC, as well as on ground water. Aquatic invertebrates are also sensitive to pollution incidences.

Water resources

We have concerns about the argument that because the effects of abstraction are already having a significant adverse impact on integrity of the Avon, the contribution of the rebasing proposals are negligible. Whilst the uplift due to the rebasing may be insignificant compared to the existing MoD impact, **it does represent an increase in abstraction**. Whether or not the MoD considers it to be significant, the total abstraction planned is likely to have a significant effect on the integrity of the SAC and needs to be considered in that light.

Additional comments on water resources

Where the report refers to surface water abstraction not being critical as

additional abstraction is possible for 30-50% of the time, there is no reference to any flow conditions which may result in limitations on this additional abstraction.

Regarding the current impact of abstraction and surface water flow, the AMEC report indicates that modelling also shows impacts on the Wylde and Till, which are both part of the River Avon SAC. We therefore question how the residual impact can be minor or negligible. For a Habitats Regulations Assessment it is the impact of the actual abstraction planned which needs to be considered, not purely the proposal for 'uplift' in abstraction.

Table 9.4: reference is made to Salisbury Plain with the Nine Mile River as unfavourable recovering. While this may be the case for Salisbury Plain, the winterbourne feature has not been assessed to date.

9.4.4: the report states that the degree to which the ponds interact with groundwater is not fully understood. We advise that further assessment is necessary as the impact on ponds is inconclusive.

9.4.8: the water quality data is rather out of date, ideally this would be updated.

9.5.3 Soil Impact Assessment: – The Military training infrastructure section refers to there being no impact from operations due to the stone tracks with relation in the Nine Mile River crossing. It should be noted that the stone will need to be of suitable geology/inert in order not to impact on the chemistry of the groundwater.

Table 9.19: The impact of water supply is recorded as negligible, however this is when comparing to the existing level of impact. The modelling shows that the actual abstraction impact may be significant – i.e. the existing level of abstraction may have a significant impact (the quantity the MoD plan to abstract).

9.9.2: The Environment Agency has stated the need to address leakage and reduce it to below 30%. Natural England supports this, however it should also be borne in mind that this may result in increased impacts of abstraction on the Avon, Bourne and Nine Mile River and in particular the winterbourne and newt ponds which needs to be assessed.

Appendix 9A

We have noticed a significant error that has implications for the conclusions made in the OEA. The report refers to the environmental flow indicator (EFI) for the River Avon at Q95 being <15% below natural under the Water Framework Directive (WFD) (the existing method), but this is incorrect – under WFD the Environment Agency and Natural England agreed EFI for the River Avon at Q95 to protect the SAC was <10% below natural. (The EFI targets agreed and used for the RoC were <Qn50 – 10% below natural and >Qn50% - 15% below natural). The report notes that flow screening tools are not designed for the ephemeral reaches. Therefore any conclusions based on the output for the winterbourne section of the Nine Mile River and ponds, and the winterbourne section of the Bourne, need to be treated with caution. On the one hand the report states that the model is not sensitive enough to assess impacts on ponds drying and therefore it is difficult to conclude no impact, yet it also concludes that abstractions mean that the ponds dry for greater than 10 days one year in four, and that natural climatic variations have as much or greater influence than abstraction on the levels in the pond. Natural England therefore advises that due to the model uncertainties the conclusions need to be interpreted with caution and potential impacts need further investigation before being ruled out. We advise that results should also be related to impacts on Great Crested Newts.

The impact appears skewed for the Nine Mile River, i.e. there is a greater

	<p>impact on flows when the river is naturally flowing, however it is the protection of flows across the whole flow cycle that is important. In addition the impacts on groundwater drawdown can affect vegetation and also the area that will support the winterbourne habitat. The length of time the winterbourne is dry/flowing is important but also the depth that the groundwater falls to should be considered. Whilst the report states that flows do not quickly recover, once they fail due to groundwater recession they are unlikely to recharge within a 10 or 20 day period and the impacts of this will need to be considered.</p> <p>Appendix 9B</p> <p>We advise that the targets used should be those that are the most stringent, whether they are WFD or JNCC. Proposals leading to deterioration to any surface or groundwater bodies, including the Nine Mile River (which we consider is of national importance as indicated by our intention to notify as SSSI) is of concern.</p>
Wessex Water	<p><u>Background –</u></p> <p><u>Ludgershall</u> Southern Water is sewerage undertaker for the main Ludgershall area; Wessex Water for water supply. Veolia is sewerage and water supply undertaker for the western area.</p> <p><u>Tidworth</u> Veolia is the main sewerage undertaker for Tidworth with Wessex Water operating a small inset area.</p> <p><u>Amesbury, Bulford, Durrington and Larkhill</u> Wessex Water's Ratfyn sewage treatment works (STW) serves a catchment including North Amesbury, Durrington and Bulford. Wessex Water's Amesbury STW serves the rest of Amesbury.</p> <p><u>Foul water</u> It is assumed for the purposes of this exercise that revised dwelling figures provided by Wiltshire Council for Amesbury, Bulford and Durrington (410) will drain / pump to Amesbury STW and Army basing dwellings proposed at Bulford, and Larkhill (780) will drain/pump to Ratfyn STW. It is assumed that dwellings proposed at Bulford will be "outside the wire" and existing arrangements for private sewage treatment will continue "inside the wire".</p> <p><u>Amesbury Sewage Treatment Works</u> (Additional 410 dwellings above original Core Strategy numbers of 2100) The STW is presently being extended. Due to uncertainty surrounding growth rates in the catchment a 10 year design horizon has been adopted, with anticipation that additional treatment capacity will be required around 2025. An additional 410 dwellings are likely to trigger the need for additional filter capacity prior to 2025. Improvements to the STW to ensure consent compliance will be managed by Wessex Water with details on development growth provided by Wiltshire Council and DIO as appropriate.</p> <p><u>Ratfyn Sewage Treatment Works</u> (Additional 780 dwellings above original Core Strategy Numbers of 2100) The works was extended in 2009, it is anticipated that the additional proposed dwellings can be accommodated within existing discharge consents, with improvements unlikely before 2029.</p> <p><u>Water Resources</u> Sufficient capacity is available within existing abstraction licences to serve the uplift in water supply demand for proposed development in Amesbury, Durrington and Bulford. Sufficient capacity is available to serve the uplift in water supply demand for proposed development in Ludgershall. Although it is noted that locations have not been provided to Wessex Water for Ludgershall and supply will be dependent upon Veolia's ongoing bulk supply provision to Wessex Water for</p>

	<p>this area.</p>
<p>Veolia & Southern Water</p>	<p>No specific responses received.</p> <p>The applicant has confirmed that Southern Water provide sewerage treatment for Ludgershall through their treatment works located to the south of Ludgershall. SW has tried to establish the spare capacity at the STW, however they do not have the asset on their systems, meaning that it has been hard to get any information. Given that to discharge to this STW MOD would require getting on-site drainage adopted by Kelda, followed by discharging off site to Ludgershall, the applicant has chosen not to pursue this option due to the site being within the Veolia inset area and Veolia having networks next to the site already.</p> <p>Veolia have not replied specifically about the site, WYG are currently in ongoing discussions with Veolia to gather further information. Initial information suggests that they will require a level 2 capacity check for each site and the applicant has instructed its agent to carry out these checks.</p>
<p>MUJV Ltd</p>	<p>MUJV are a company set up between UK Power Network, Veolia and Morgan Sindall and under Army Basing have 2 roles; inside the wire they are partners with Aspire to ensure that they deliver and maintain the utilities (electricity, gas water and sewerage). Outside the wire, and in particular in the discussions with the statutory service providers for gas and electricity reinforcements, they are facilitators for assessing and negotiating the additional demands due to their understanding of the services and requirement.</p> <p>MUJV already have a commitment in principle for the enhanced supplies at Ratfyn and Upavon for electricity and are already in discussion with SGN regarding the required gas reinforcements. MUJV are not aware following discussions with S&SE and SGN of any overarching capacity issues.</p>
<p>National Trust</p>	<p>In response to the current consultation, we continue to be seriously concerned about the scale of Service Family Accommodation (SFA) being proposed at Larkhill, and its impacts on the World Heritage Site and its setting.</p> <p><u>Scale</u> The current proposals continue to refer to the Army's "preference" for 540 houses in the proposed SFA development at Larkhill. This scale of development is a significant departure from the initial working assumption that <u>only 138 houses</u> should be provided here.</p> <p>The proposals at Larkhill would have a profound impact in terms of the extent of urbanisation within the setting of the World Heritage Site (Amesbury and Durrington are already growing); the increase in traffic which is already impacting on the Outstanding Universal Value; land management pressures on surrounding land (including that looked after by the Trust); the need to maintain 'dark skies' where possible; and the overall tranquillity and dignity of the World Heritage Site and its setting.</p> <p>It is considered that the current proposals would not comply with the requirements of Wiltshire Core Strategy policy 59 ("giving precedence to the protection of the World Heritage Site and its setting", etc.); with the objectives of the World Heritage Site Management Plan (which the Council has confirmed as a material consideration in planning decisions); nor with the relevant section of the National Planning Policy Framework (giving "great weight" to the conservation of heritage assets and providing "clear and convincing justification" for any harm or loss).</p> <p><u>Rationale</u> The apparent "need" for this scale of additional housing stems from the MOD's intention to station 4300 additional troops at Salisbury Plain – in</p>

contrast to troop reductions in other regions – and for the majority of troops to be based at Larkhill.

It continues to be unclear as to whether the environmental constraints at Larkhill, in particular the fact that it straddles the boundary of a World Heritage Site, were given due consideration in advance of the Army basing announcement in March 2013. Greater clarity and openness is sought in respect of this strategic decision-making, not least given the Government's role as a signatory to the World Heritage Convention 1972.

More detailed points

In terms of location, the exclusion of sites south of the Packway (within the World Heritage Site) and sites L15a and 15b from the SFA housing proposals is welcomed. These sites would have had a particularly detrimental impact on the World Heritage Site and its setting.

It would be undesirable for development to take place on the golf centre site, which provides a buffer between the intended housing site and the World Heritage Site, as well as a location for recreational opportunities for troops and their families.

The Overarching Environmental Statement appears to make no assessment of the impact of additional traffic on the World Heritage Site and its Outstanding Universal Value. Impacts on the Site seem to be predominantly based on visual impacts, despite the management plan stating clearly that "roads and traffic have an adverse effect on the WHS" (Issue 34), and that a key aim is "to restore the tranquillity and dignity of the WHS" (para 14.6.1).

Both the cultural heritage and landscape assessments refer to views from the World Heritage Site outwards, yet there is little assessment of views towards the Site from the north, within which new development at Larkhill would also be seen (e.g. when travelling southwards along the A345, where currently development at Larkhill is hardly visible). Core policy 59 of the emerging Core Strategy confirms that both views in and out of the Site require consideration. This is supported by UNESCO's opinion on the Runkerry Golf course development in Northern Ireland, which made clear that important views within the landscape setting of World Heritage Sites are also part of their Outstanding Universal Value.

In relation to the above (in respect of cultural heritage), we attach a copy of the Visibility of Scheduled Monuments map referred to in our last letter. With the extent of the SFA site at Larkhill as currently proposed, it would appear to transgress into the area where 'over 13 scheduled monuments' are visible.

Linked to the above (in respect of landscape), it is noted with concern that the currently proposed SFA at Larkhill is acknowledged to have a "major adverse" effect on landscape character, and that the "rural and distinctive character of the site would be lost" (para. 10.5.2 of OES).

It is also noted with concern that the proposed SFA housing at Larkhill could "physically and permanently impact on unknown archaeological assets" within the development site, with a "very high" impact likely. This is the consequence of large scale residential development in such an archaeologically rich area.

As per our original comments we continue to support English Heritage's stance (as set out in 6.4 of the current Masterplan) to resist any expansion of the existing Larkhill Sewage Treatment Works (STW), particularly above ground as it is in full view of Stonehenge, and we would prefer to see it removed completely.

Transport related

The SFA proposals at Larkhill on their own would result in 'up to 540 houses' worth of additional traffic, which would add to an unsatisfactory existing situation in terms of highway capacity and performance. This includes what

	<p>the Outline Transport Assessment describes as the “frequently congested” A303, and vehicles using the Packway as an alternative.</p> <p>In respect of the A303, section 4.3 of the Outline Transport Assessment refers only to discussions of Somerset County Council and partners regarding potential improvements, rather than to the A303/A30/A358 Corridor Feasibility Study currently being undertaken by the DfT. We would recommend that the MOD/DIO engage more actively on the issue, rather than ‘monitor’ the situation as currently indicated.</p> <p>The road junction at the eastern end of the Packway has been identified as requiring an upgrade. Any upgrade must take into account that it would visually impact on the World Heritage Site and the setting of Durrington Walls scheduled monument. It would also be physically very close to the upstanding and buried components of Durrington Walls and its associated features. Any proposals would have to involve archaeological mitigation commensurate with a site of this archaeological sensitivity and significance.</p> <p>Finally, any measures that would improve road surfacing and reduce traffic noise would be welcomed, albeit they would not necessarily address the range of issues and concerns set out in this letter.</p>
<p>Hampshire CC</p>	<p><u>Transport</u></p> <p>There is broad agreement on the methodology used in the assessment of transport matters and the County Council’s Highways team are currently working through the information supplied in response to more detailed enquiries which were raised. It will be necessary to secure a Travel Plan to prioritise sustainable travel in connection with the development and for robust measures to be implemented to manage the impact of construction traffic.</p> <p>It is noted that the need to bring forward improvements to the A303/A338 junction slip roads is recognised. Otherwise and subject to the detailed information confirming the conclusions of the assessment it is considered there is unlikely to be a significant transport impact on Hampshire.</p> <p><u>Education</u></p> <p>As with many Local Authorities Hampshire’s education estate in the north-west of the county is largely full in the primary system and as numbers feed through this will also be the case re secondary places. It is noted that in 4.1 of the Masterplan the Army have confirmed that after taking account of planning and site constraints the additional Service Family Accommodation should be located as close as practicable to the camp where the soldiers will be based.</p> <p>This is to be welcomed and provided this is achieved within the time and costs constraints of the project it will avoid the need to procure standing properties in the wider area which may well have included properties in Hampshire notable Andover which would have increased demand for primary and secondary places and key to the timely provision of additional school places will be having sufficient notice of when families will be moving, where they will be moving to, the ages of children within those families and the capital to deliver what is required. Therefore it will be important that the plans for addition SFA in Wiltshire at Larkhill, Bulford, Tidworth and Perham Down/Ludgershall are delivered as set out in the Masterplan along with appropriate community infrastructure for each of the new housing developments. However should service family accommodation be required within Hampshire early negotiations would be required on contributions to any additional school capacity required.</p>
<p>Test Valley BC</p>	<p>As education and highway authority it falls to Hampshire County Council to respond on these matters however the Council wishes to raise two points on</p>

	<p>these issues.</p> <p>Firstly, the issue of secondary school provision within Test Valley. The document (page 33 and 50) refers to the possible expansion of Wellington Academy and that this is not the preferred option of Wiltshire Council and that a further study is required. The Council needs to be assured that the future demand for school places has taken account of the existing situation of the three existing secondary schools in Andover and factored in future requirements from existing and proposed residential development within the borough.</p> <p>The Council supports the transport mitigation proposed especially the junction of A303(T)/ A338 (page 36).</p> <p>Regarding sustainable transport infrastructure it may be useful to identify Andover rail station in section 5.3.</p>
<p>Bulford PC (response to initial consultation)</p>	<p>a. Bulford Parish Council understands on good authority that the number of SFA dwellings required in this Parish is 250 - with, perhaps, an eventual small amount of adjustment resulting from circumstances in neighbouring Parishes.</p> <p>b. On this basis, Council considers that this number of dwellings should be accommodated in one estate without mixing its composition with civilian content.</p> <p>Reasons :</p> <p>(1) Ease of administration including the resolution of neighbour disputes. (2) A mixed estate would result in unnecessarily large increases in the green land area required (outside established Development Boundaries).</p> <p>c. Council considers that the 250 dwelling estate in this Parish should be established as one estate within the following designated areas :-</p> <p>(1) B6 - northern portion. (2) B16 - northern portion. (3) B23 (4) B30</p> <p>Reasons :</p> <p>(1) Ease of administration - this general area lies opposite to the established SFA Canadian Estate and alongside (for part of its length) the military Married Quarters lying to the north east of the Parish Housing Estate (marked in green on the Consultation Map); a solid military administrative framework already exists in this area. (2) Road Access - this area would allow for exit & entry on to two roads, the Bulford Road and Double Hedges, thereby easing vehicular congestion. (3) This area would allow for a sensible and logical extension of the Parish Development Boundary. (4) SFA dwellings in this area would facilitate social inter-action between the military families and those in the Parish civilian housing estate; it could also provide direct (largely internal) road access to the Parish Village Hall and recreational facilities. (5) SFA households in this area would readily connect with the combined footpath and cycleway (that is in the last stages of planning) over Aerial Hill, Folly Bottom, and Amesbury; moreover, entry to an established Bridleway, leading directly to Amesbury, lies adjacent to this route. (6) Electrical, water, and sewage infra-structure have already been enlarged and improved to the recently re-built Canadian Estate and it is thought that an extension would be comparatively easy.</p> <p>The Council suggests that improvements to local facilities including buses, roads, schools, medical and child care facilities will be necessary. Shared</p>

	recreational facilities is suggested to promote integration.
Durrington TC	<p>The Town Council are delighted that due consideration has been taken of our objections and also the positive comments made from your initial consultation.</p> <p>Whilst we are disappointed that no houses will be going south of The Packway we accept the compromise of the houses to the North and West of the Golf Course as a fair solution.</p> <p><u>Road Safety</u></p> <p>Foremost in our minds at this stage is road safety. The access to and from the proposed site needs to be assessed fully and we recommend that the speed limit on the Packway be reduced from 60 to 40 mph with a provision of a roundabout for easy access to SFA.</p>

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Appendix 5: List of abbreviations

A2020	Army 2020 (future operating model)
ABP	Army Basing Programme
AONB	Area of Outstanding Natural Beauty
CP	Core Policy
DIO	Defence Infrastructure Organisation
EA	Environment Agency
EH	English Heritage
EIA	Environmental Impact Assessment
FTP	Framework Travel Plan
eWCS	Emerging Wiltshire Core Strategy
HA	Highways Agency
HCC	Hampshire County Council
HRA	Habitats Regulations Assessment
KLP	Kennet Local Plan
LPA	Local planning authority
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
MOD	Ministry of Defence
NE	Natural England
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
OEA	Overarching Environmental Assessment
OTA	Outline Transport Assessment
PCR	Planning Context Report
SAC	Special Area of Conservation
SCI	Statement of Community Involvement
SDLP	Salisbury District Local Plan
SFA	Service Family Accommodation
SLA	Single Living Accommodation
SLA's	Special Landscape Areas
SPA	Special Protection Area
SPTA	Salisbury Plain Training Area
SSSI	Site of Special Scientific Interest
STW	Sewage Treatment Works
SWCS	South Wiltshire Core Strategy
TVDC	Test Valley District Council
WC	Wiltshire Council
WHS	Stonehenge & Avebury World Heritage Site
WYG	White Young Green (DIO planning consultant)

Ramsar - the Ramsar Convention (formally, the Convention on Wetlands of International Importance, especially as Waterfowl Habitat) is an international treaty for the conservation and sustainable utilization of wetlands, recognizing the fundamental ecological functions of wetlands and their economic, cultural, scientific, and recreational value. It is named after the city of Ramsar in Iran, where the Convention was signed in 1971.

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REPORT TO THE STRATEGIC PLANNING COMMITTEE

Date of Meeting	30 July 2014
Application Number	14/04907/FUL
Site Address	Nadder Hall Weaveland Road Tisbury Salisbury SP3 6HJ
Proposal	Proposed Community Campus development off Weaveland Road, to include the use of some of the existing council buildings on the site in conjunction with the addition of new build areas in order to house various council and community services
Applicant	Ms Vanessa Colyer
Town/Parish Council	TISBURY
Electoral Division	TISBURY - Cllr Tony Deane
Grid Ref	394075 129768
Type of application	Full Planning
Case Officer	Andrew Bidwell

Reason for the application being considered by Committee

This is a council application with strategic importance as a community campus development

1. Purpose of Report

To consider the application and to recommend that planning permission be granted subject to conditions

2. Site Description and constraints

The site which currently accommodates a range of community uses including a sports centre, a school and the Nadder Hall is located at the eastern end of Weaveland Road Tisbury, The site is immediately adjacent to the strategic housing allocation site off Hindon Lane – currently undergoing construction.

The site is (amongst other things) within the AONB, a Countryside Character Area and is next to an Area of Recreational Open Space.

The site has a single point for vehicular access of Weaveland Road.

3. Planning History

The planning history for this site is very extensive ranging from class room extensions to siting of storage containers to new entrance porch and pedestrian access improvements.... However, for the purpose of this report the list has not been provided as most of it is not specifically relevant to this proposal. The most relevant up to date history is set out below.

13/06465/PREAPP NEW BUILD DEVELOPMENT, DEMOLITION AND REFURBISHMENT WORKS TO EXISTING WILTSHIRE COUNCIL BUILDINGS TO ENABLE THE CREATION OF A 'COMMUNITY CAMPUS' FACILITY ON THE SITE.

The adjacent site to the north, relevant applications:

S/2008/0779 MIXED USE DEVELOPMENT OF LAND TO COMPRISE AROUND 90 DWELLINGS AND 3800 SQUARE METRES OF B1 BUSINESS FLOORSPACE (INCLUDING ASSOCIATED HIGHWAY INFRASTRUCTURE) AND LANDSCAPING

S/2011/0322 Approval of reserved matters pursuant to Outline Planning Permission S/2008/0779 – the erection of 90 dwellings and 3800 square metres of B1 business floor space.

4. The proposal

The proposal is for an element of new build development, demolition and refurbishment works to existing Wiltshire Council buildings to enable the creation of a 'community campus' facility on the site. Facilities to be included are the library, pre-school, leisure centre, police, youth facilities, sure start, meeting space and business incubation space. Demolition works include removing the existing indoor sports centre to the west of the site and re-building this facility to the south of the site. Other elements of re-build include demolition and re-build of existing structures in a similar location.

5. Planning Policy – most relevant including:

Adopted Salisbury District Local Plan (saved policies) - SDLP
Adopted South Wiltshire Core Strategy - SWCS
emerging Wiltshire Core Strategy - eWCS

National Planning Policy Framework - NPPF

6. Consultations

Tisbury Parish Council:

Support the proposal subject to conditions as follows:

Suggested special conditions based on local knowledge:

- Car parking – increase provision from 58 to 70 – the original figure being quoted
- The ‘meadow’ to be made suitable for occasional use for overflow parking
- Existing equipment and materials inside the building to be offered to the village for retention and safe-keeping (tapestry) and/or recycling into other locations

Environmental issues:

- Creation of a draught lobby at the main entrance
- Use of PVs and/or solar heating - over a 25 year period, this would surely be an economical proposition
- Use of heat recovery in the sports centre
- Consideration of ground source heat pumps

Highways:

No objections subject to conditions and some small amendments to the vehicular access point.

Ecology:

No objections – conditions requested regarding implementation of the measures set out in the application through the ecology assessments.

Archaeology:

No archaeological or heritage statement has been included in the application. There are no historic environment records within the site, although this may be due to a lack of archaeological work. There have been finds of Neolithic tools in the immediate vicinity.

However, the proposed new footprint of impact appears to be relatively small and within parts of the site that are likely to have been previously disturbed. Therefore, on the evidence available to me at present, I consider it unlikely that significant archaeological remains would be disturbed by the proposed development and so have no further comment to make.

Environmental Health:

No objections or conditions to recommend with regard to the above application

The applicant should be advised, however, that the following hours of operation should be adhered to, with regard to any noise audible at or beyond the site boundary during the construction phase:

0730 to 1800hrs Monday to Friday
0800 to 1300hrs Saturdays
Not at all Sundays and Bank Holidays

Environment Agency:

No objection to the proposed development, recommend informatives covering Surface Water Drainage, Pollution Prevention During Construction, Sustainable Construction, be added to any planning permission granted.

AONB: No specific objections have been received but general comments have been made regarding the application (refer Landscape section of the report below)”

Sport England:

The proposal is consistent with relevant policy objectives. This being the case, Sport England does not wish to raise an objection to this application

Wessex Water:

No objections raised – standard advice given regarding connection to existing Wessex infrastructure and separate Sewer systems

Wiltshire Fire & Rescue Services:

No objections but recommend standard advice regarding the following matters;

Sprinkler Protection:

The nature of the proposal gives reason for this Authority to strongly advise the consideration of an appropriate sprinkler system for these premises.

There are ten good reasons to install automatic sprinkler systems:

- In the UK, there has never been a fire death in a building with sprinklers
- Installation cost is minimal in a new build (approximately 2-5%)
- Maintenance costs are low and sprinkler systems are designed to last in excess of 50 years
- Fire damage can be reduced by 90% compared to a similar, unprotected building
- The chances of accidental discharge due to a manufacturing fault is 1 in 16,000,000 heads
- The likelihood of accidental damage causing a discharge is 1 in every 500,000 heads
- Installation of a sprinkler system may allow the relaxation of other passive fire safety measures
- Insurance costs may be significantly reduced
- Sprinklers will control a fire with significantly less water than full fire service intervention
- Greatly reduced business disruption due to a fire and improved recovery from it.

7. Publicity

The application has been advertised by site notice and neighbour consultations 1 Letter of support and 16 letters of objection have been received raising the following matters – in summary:

Support:

- We welcome and support the project to create a Campus in Tisbury which we believe should improve and streamline facilities available to the local area.
- support proposals to provide enhanced library and IT resources, improvements to the swimming pool and facilities for business start-ups.
- Any initiative which might bring new employment opportunities to this area of Wiltshire is to be encouraged. In particular, the installation of high-speed Broadband is of paramount importance.

Object:

- Not in favour of the Library moving to the campus as very many users and the volunteers who run the Library will have to drive. The current location is far more appropriate.
- bringing new services to rural communities to be of great local benefit. However, the proposed "Tisbury campus" does not offer this. It relocates existing village centre services, rendering them inaccessible to the older (predominant) population and will force people into their cars in order to reach them.
- The access road is not fit for purpose
- The potential traffic problems to and from the proposed campus do not appear to have been thoroughly thought through.
- How does the swimming pool fit in to the grand scheme of things?
- concern and issue with regards to the through traffic when the road from the new housing development is linked through to the campus site.
- The planned campus is an unnecessary expense and future burden on not just Tisbury and local people but on all the council tax payers of Wiltshire.
- Tisbury is a large village - not a town - and this proposal would totally destroy its character and cohesion.
- The idea did not originate with the people of Tisbury
- There is already a perfectly good sports centre. It is unreasonable to
- demolish it to build another

8. Planning Considerations

The Development Plan: The Salisbury District Local Plan (SDLP) was adopted in 2003 with the South Wiltshire Core Strategy (SWCS) adopted in 2012. However, this Local Plan and SWCS will soon be replaced by the emerging Wiltshire Core Strategy (eWCS). The eWCS has recently undergone public examination, is therefore at an advanced stage and where objection has not been raised is a material consideration that carries weight in accordance with para 215 of the National Planning Policy Framework (NPPF). The NPPF is also a consideration.

Relevant planning policies:

The most relevant parts of the plan are policies R1A (Sports and leisure facilities), PS1 (community facilities), C4 and C5 (Landscape conservation) of the SDLP and CP 51 (Landscape) of the eWCS. Para 115 and 116 of the NPPF (conserving and enhancing the natural environment) are also a material consideration¹.

Policy Considerations:

Policy PS1 of the SDLP permits the development of health, social services, places of worship and community facilities within or adjoining settlements in addition it permits proposals to redevelop or enlarge existing facilities which are located outside settlements where the proposed development would take place within the existing boundaries of the site. The proposed site is adjacent to the Settlement Boundary for Tisbury and redevelopment of the community facilities would take place within the existing site and the proposal is therefore in accordance with policy PS1. In addition policy R1A permits new indoor and outdoor sports and recreation facilities and the expansion of existing facilities within or on the edge of settlements subject to there being no significant adverse landscape implications and they are accessible by means of public transport. Subject to landscape implications discussed below, the proposal is again in accordance with policy R1A of the SDLP.

Highways Issues:

Negotiations are ongoing regarding highways issues namely the width of the pavement and alignment of the access. This issue is likely to be resolved in the near future and members will be updated at the meeting.

However during negotiations regarding the immediately adjacent Hindon Lane housing and employment development which specifically related to this – then likely – proposal, agreement was reached. In this regard the council were able to secure that possible highways access to the site was provided from the Hindon Lane development. This is currently gated and will be constructed and finished to adoptable standards in due course.

¹ Para 115 states 'Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.'

Para 116 states Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of: the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy, the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way: and any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

Given the fact that this proposal was expected and the negotiations that ensued related to it (as part of the adjacent development currently under construction) and as this proposal is essentially carrying on the established community / sports centre use, I cannot foresee difficulty in achieving a satisfactory access both vehicular and pedestrian.

On balance therefore, there are no objections to the proposal from a highways safety point of view and an update of progress will be given at the meeting.

Landscape Issues:

Impact on the context and character of the surrounding area – AONB:

The site is located at the top of an open sloping site. The cluster of buildings that currently form the Tisbury community centre facilities are visually prominent within the general landscape which is itself part of the wider AONB.

The site and the entirety of Tisbury are within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB). The conservation of AONB landscapes is given great weight by the NPPF para 115. Para 116 requires for major developments in AONB's that an assessment accompany planning applications detailing the need for development and its impact on the local economy, the cost of and scope for developing elsewhere in the designated area or meeting the need in another way and any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated. Policy C4 of the SDLP does not allow development that would harm the natural beauty of the landscape and policy C5 allows smaller scale development subject to the siting and scale of development being sympathetic with the AONB and standards of landscaping being high. In addition CP51 of the eWCS requires development to protect, conserve and where possible enhance landscape character. The policy then sets a series of aspects of landscape character that should be conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures.

At pre-application stage it was therefore recommended that the application is accompanied by a full Landscape Assessment which describes how all aspects of the NPPF and CP51 have been considered. This was undertaken further in discussion directly with the Council's landscape officer and an appropriate assessment has been submitted with the application.

The landscape officer has considered the assessment and has not raised any objections to it and its conclusions. Therefore there are no objections to the proposal from an impact on landscape point of view.

Impact on the AONB - specific issues

The site is located at the top of an open sloping site. The cluster of buildings that currently form the Tisbury community centre facilities are visually prominent within the general landscape which is itself part of the wider AONB.

In this regard a consultation from the AONB office has been received commenting that at this stage that they find the submitted material not easy to understand. It is suggested that a plan that shows what exists, a plan that shows what is being demolished, and a plan that

shows what is proposed would be necessary. Sections / elevations with heights would be helpful to give advice on the potential visibility of the proposals and potential impacts on the AONB.

The AONB office notes the applicants do not have a landscape architect in their team and that it appears at this stage to be unclear as to how AONB matters have been taken into account.

Clearly as the proposal is in the AONB these are fairly fundamental matters. In terms of tranquillity and the AONB it would also be helpful to have clearer information about the vehicle access routes to the site; at the moment the route from the village centre and through the housing estate is less than ideal.

However, the council's landscape officer is satisfied with the landscape impact of this proposal and the applicants have also submitted a full Landscape & Visual Appraisal (LVA). As such, an assessment of the proposal has nonetheless been made of the LVA by an appropriately qualified professional in this behalf. This combined with the fact that the proposal is for the redevelopment of an existing site with the same use class already present and prominent within the wider landscape, and as the site immediately adjacent is undergoing significant housing and employment development, suggests that it would be unreasonable to oppose the application on grounds of impact on AONB.

Furthermore, comments have been made regarding lighting of the site and the impact of such on the wider area – including the AONB. Given the importance of this issue identified with the adjacent development, this is considered to be a key matter which must be addressed in this application. The Design & Access Statement sets out (at 6.7. "External Lighting") the proposals, and rationale for the lighting.

In summary the DAS confirms that the Site wide external lighting strategies have been carefully developed that take in to account the context of the site, intended usage of the campus facility and adjacent services and to ensure security and safety around the site is maintained.

The design team have worked together closely to develop a safe lighting scheme that remains sensitive towards the local context and nearby residents whilst providing an appropriate lighting strategy to serve the various activities that will take place and services that will be accommodated within the completed campus facility.

The existing external luminaires around the site will be replaced and relocated to suit the proposed layout and, together with the additional new luminaires, will provide access amenity and building security illumination to suit the Campus building, car parking and new site layout.

The proposed lighting luminaire selection for the scheme has been carefully coordinated to compliment the overall proposals and setting. Details of the proposed external luminaires for the scheme are scheduled on the accompanying drawings.

Clearly a great deal of attention has been paid to the issues set out above and the details provided assist in concluding that the proposal is acceptable in these regards.

Design Issues:

The applicants have set out the design approach adopted in the design and access statement DAS submitted with the application in the following terms.

Proposed Use and Density:

the proposed campus development off Weaveland Road will make maximum and efficient use of the existing Council buildings upon the site in order to house the various Council and Community services proposed for accommodation within the campus in conjunction with the addition of some new build areas, the new Sports Hall building being the most significant of these. The redevelopment will allow for the improvement and accessibility of the facilities and services on offer and the manner in which these services are delivered to the community in the long term through their co-location.

The upgrade, refurbishment, extension and new build proposals will create a variety of flexible spaces that can be used for a variety of purposes by a variety of council services, organisations and people within the community.

The overall density of buildings upon the existing site will not increase with the completion of the proposed scheme.

The proposed new Sports Hall building adjoining the existing Nadder Hall and Middle School buildings will replace the existing Leisure Centre building on the North-West of the site, due to be demolished as part of the proposals.

The majority of the facilities and services to be offered by the campus will be located within the refurbished and re-modelled Nadder Hall, Sure Start, DCS Offices and Nadder Middle School buildings – with seamless links and connections being accomplished through the design and construction to achieve a single point access facility where all services can be reached from inside the building.

The remaining services and facilities to be located in alternative locations within upgraded or new build accommodation upon the site and will include the existing Motorcycle Workshop

Appearance and Scale:

The design proposals aim to provide a series of distinctive but restrained architectural and landscaping statements that offer Tisbury Campus itself, the service users, organisations and members of the community that use it a strong sense of place whilst respecting the immediate context of the site including the existing buildings that are currently located upon it, the surrounding areas and neighbouring residences as well as the site's location in relation to the wider Tisbury setting.

The selection of the materials palette for use throughout the proposals has been carefully chosen to reflect their contextual impact and subtly demonstrate the functional intention of both the external areas and the internal areas within the campus buildings.

The proposed materials palette for the various architectural elements around the campus and, in particular, the main Campus building, intends to seamlessly integrate the mix of existing adjoined single storey, double height and two storey buildings that vary themselves

considerably in scale, age and scope, whilst serving to integrate the new Sports Hall building element within the main building's design to achieve a coherent and legible characteristic, which sits comfortably within the setting.

Particular attention has been paid to the visual impact of the new Sports Hall building on the campus as a whole, the position of the site with relation to the surrounding areas and, more specifically, the visual impact that the new Hall will have on neighbouring areas and surrounding residences within the wider Tisbury context as a consequence of the proposed re-location and scale of the building.

Whilst maintaining a coherent palette with respect to the materials chosen for other built elements across the development, the subtle render colour choices for the Hall and the high level vertical timber clad 'cloak' serve to reduce the visual impact that the scale and mass of the building imparts on the adjoining buildings and surrounding areas, whilst providing a distinctive but subtle Architectural statement which relates directly to the immediate context of the site.

The visual and physical impact of the scale of the new Sports Hall building has been further reduced by means of the proposed datum level approx. 800mm below the level of the surrounding MUGA courts with the use of external retaining structures around the perimeter.

In order to keep the height of building to a minimum, the choice of a low pitch single ply membrane portal roof construction has been proposed. This ensures that it does not exceed the existing ridge heights of both the two story Nadder Middle School building and the Nadder Hall.

The two wind catchers upon the roof of the Sports Hall provide a positive architectural feature and sustainable statement that will be visible around the campus site and from the nearby surroundings and reflect the environmental ethos and aspirations within the project brief.

The external biomass boiler plant has been located to the rear of the Nadder Middle School building at the same lower level as the Sports Hall. This will minimise its visual impact upon the remainder of the Campus site and nearby residences along Weaveland Road.

The materials palette for the plant itself and screening to the adjoining oil tank, together with the proposed soft landscaping boundary proposals will further minimise the visual impact of the plant's location upon the surrounding areas to the south and east of the site. Although the current proposals indicate 4 no. flues to serve the plant, the number of these may be reduced within the final construction of the campus, depending on final agreement and specification of the biomass system.

It is considered that the proposal in terms of its scale, form, massing and choice of materials, will result in a development that will visually enhance and significantly improve the site to the benefit of the surrounding area.

Ecology issues:

As part of the REG3 process, a member of the council's ecology team has been an internal advisor on ecological issues, to the project team during the design of the campus development at Tisbury. The ecologist provided scoping for ecological surveys in relation to

the development and knowledge of existing ecological issues, records of protected species and sensitive receptors.

It is considered that sufficient survey has been conducted to fully inform a development design that avoids any impact to protected species and can deliver appropriate habitat enhancements for the benefit of biodiversity. Since no evidence of protected species was found either within or immediately adjacent to the site, no direct mitigation is required. The consultant ecologists Ecosulis Ltd have provided recommendations provision and management of habitat enhancements that will benefit biodiversity which have been taken up in the site design. The provision of wild flower meadow grassland and additional tree and shrub planting is welcome and will provide additional foraging and refuge areas within the site for a range of wildlife species. The proposal is therefore supported from an ecology point of view

Flooding / Flood Risk

This proposal is located on a site defined as within Flood Zone 1 of the Environment Agencies Flood Zones. Flood Zone 1 is the lowest risk category where flooding is not usually a matter for concern. However, this is a major application and as such a Flood risk Assessment (FRA) has been submitted.

The FRA has demonstrated that, provided an approved Sustainable Drainage Scheme is employed, (see conditions) the proposed scheme would:

- Be safe and resilient to flooding in the critical design flood events with an acceptable level of residual risk
- Not increase flood risk through loss of flood plain storage, impedance of flood flows or increase in surface water run-off.

Furthermore, the Environment Agency has been consulted and having assessed the FRA, has not raised any concerns. As such there are no objections to the proposal in this behalf.

9. Conclusion

Notwithstanding the details currently to be agreed concerning the access road, and details that are subject to the planning conditions set out below, the proposal is considered to be in accordance with the aforementioned relevant planning policies overall including saved policies R1A and PS1 of the Salisbury District Local Plan. As such the proposal should be supported from a Town & Country planning point of view.

10. RECOMMENDATION

That the application is delegated to the Area Development Manager (south), to Approve subject to the conditions set out below:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on site until details of the following matters have been submitted to, and approved in writing by, the Local Planning Authority:

(a) The means of access to the site (specifically the alignment at the access point).

The development shall be carried out in accordance with the approved details.

REASON: In the interest of highway safety and pedestrian access.

3. No development shall commence on site until details and samples of the materials to be used for the external walls and roofs have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area.

4. No development shall commence on site until details of the finish to external timber, including any paint or stain to be used on the exterior of the buildings have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development being first brought into use / occupied

REASON: In the interests of visual amenity and the character and appearance of the area.

5. No development shall commence on site until details of the design, external appearance and decorative finish of all railings, fences, gates, walls, bollards and other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the development brought into use

REASON: In the interests of visual amenity and the character and appearance of the area.

6. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

7. The development will be constructed in strict accordance with the Construction Method Statement by Ecosulis Ltd.,

Reason: to ensure that no wildlife species are harmed as a result of the works.

8. Management of the site following construction will incorporate the prescriptions given in the Ecological Management Strategy by Ecosulis Ltd.

Reason: to ensure that the site is managed for the benefit of biodiversity, in line with the requirements of the NPPF.

9. The development hereby approved shall be carried out between the hours of 0730 to 1800hrs Monday to Friday, 0800 to 1300hrs Saturdays, and at no time on Sundays and Bank Holidays.

Reason: In the interest of the amenity of the area.

10. No part of the development hereby permitted shall be first brought into use until the access, turning area and parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

11. No development shall commence on site until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

REASON: In the interests of road safety and reducing vehicular traffic to the Development

12. The development hereby permitted shall not be first brought into use until the cycle parking facilities shown on the approved plans have been provided in full and made available for use. The cycle parking facilities shall be retained for use in accordance with the approved details at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

13. No external lighting shall be installed on site until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication "*Guidance Notes for the Reduction of Obtrusive Light*" (ILE, 2005)", have been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed and shall be maintained in accordance with the approved details and no additional external lighting shall be installed.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

14. No development shall commence on site until a scheme for the discharge of surface water from the site (including surface water from the access/driveway), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

15. No development shall commence on site until a scheme of water and energy efficiency measures to reduce the water and energy consumption of the development hereby approved has been submitted to and approved by the Local Planning Authority. Before any of the dwellings are occupied, the approved measures shall be implemented and brought into operation in accordance with the approved scheme and thereafter retained.

REASON: In the interests of the conservation of water and energy resources.

16. The development hereby approved shall be carried out in accordance with the detailed documents plans and specifications listed below:

Design & Access Statement, April 2-14, received 13/05/14

Flood risk Assessment, May 2014, received 13/05/14

Transport Statement, April 2014, received 13/05/14

Construction Method Statement, April 2014, received 13/05/14

Ecological Mitigation and Enhancement Strategy, April 2014, received 13/05/14

Phase 1 habitat survey, Bat Surveys September 2013, received 13/05/14

Arboriculture Report, November 2013, received 13/05/14

Landscape & Visual Appraisal, April 2014, received 13/05/14

Desk study and Ground Investigation – Final report, December 2013, received 13/05/14

Mechanical & Electrical Building Services Stage 1 Report, November 2013, received 07/07/14

Low or Zero Carbon Technologies Feasibility Report, November 2013, received 07/07/14

Plan ref No: P (0) 01 Site Location Plan, dated 29/11/2013, received 13/05/14

Plan ref No: 5111858-LA-DR-100-007, Rev P1 Proposed External Works Preschool and Sure Start General Arrangements, dated 23/04/2014, received 13/05/14

Plan ref No: 5111858-LA-DR-100-004 Proposed External Works Planting Plan and Schedules, Rev P1, dated 23/04/2014, received 13/05/14

Plan ref No: 5111858-LA-DR-100-003, Rev P1 Proposed External Works Site Clearance and Tree Protection, dated 23/04/2014, received 13/05/14

Plan ref No: 5111858-LA-DR-100-001, Rev P1 Proposed External Works General Arrangements, dated 23/04/2014, received 13/05/14

Plan ref No: 5111858-LA-DR-100-005, Rev P1 Proposed External Works Site Sections – 1 of 2, dated 30/04/2014, received 13/05/14

Plan ref No: 5111858-LA-DR-100-006, Rev P1 Proposed External Works Site Sections – 2 of 2, dated 30/04/2014, received 13/05/14

Plan ref No: P (0)11, Indicative Site Plan, received 13/05/14

Plan ref No: P (0)14, Proposed Elevations (Sheet 01), received 13/05/14

Plan ref No: P (0)13, Proposed Roof Plan, received 13/05/14
Plan ref No: P (0)12, Indicative Layout Reduced Scope Plan, received 13/05/14
Plan ref No: P (0)19, Proposed GA Sections, received 13/05/14
Plan ref No: P (0)17, Proposed elevation (Sheet 04), received 13/05/14
Plan ref No: P (0)16, Proposed Elevations (Sheet 03), received 13/05/14
Plan ref No: P (0)15, Proposed Elevations (Sheet 02), received 13/05/14
Plan ref No: P (0)18, Proposed Elevations & Section Workshop, received 13/05/14
Plan ref No: 5111858-LA-DR-100-001, Rev P1 General Arrangements received 13/05/14

Reason: in the interest of clarity

INFORMATIVES:

Surface Water Drainage

The applicant proposes to direct all surface water to soakaways. This is the preferred option, providing ground conditions permit and percolation tests demonstrate that they are appropriate.

INFORMATIVE:

The surface water soakaways may require the approval of the Local Authority's Building Control Department and should be constructed in accordance with the BRE Digest No 365 or CIRIA Report 156 "Infiltration Drainage, Manual of Good Practice". Only clean, uncontaminated surface water should be discharged to soakaway.

Pollution Prevention During Construction

INFORMATIVE

Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

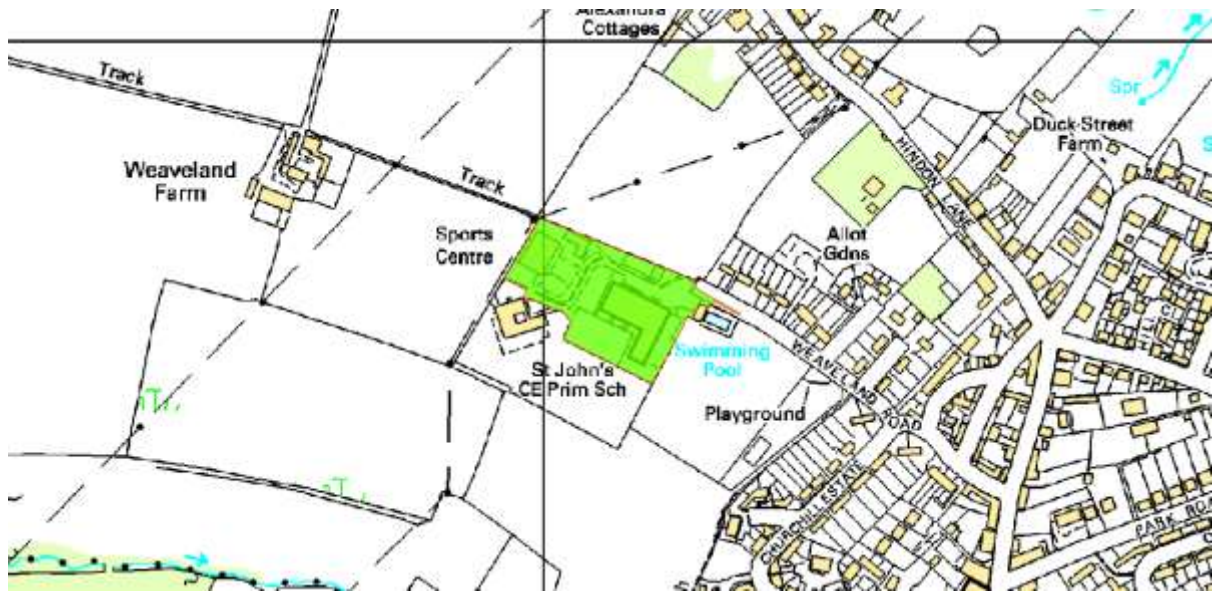
- the use of plant and machinery
- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

The applicant should refer to the Environment Agency's Pollution Prevention Guidelines at: <https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>

Sustainable Construction

Sustainable design and construction should be implemented across the proposed development. BREEAM standards should be used in the design and construction of the development. This is important in limiting the effects of and adapting to climate change. Running costs of the buildings can also be significantly reduced.

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