

Report

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Planning Statement

Land at Sling Road, Bulford

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1. Introduction

- 1.1. This Planning Statement has been prepared by JLL on behalf of the Defence Infrastructure Organisation, referred to herein as DIO which is a part of the Ministry of Defence (MoD) and is responsible for managing the estate for the military, including the provision of homes for service personnel in the UK. This Planning Statement has been prepared in support of an application for full planning permission for new residential units at Land at Sling Road, Bulford (the site).
- 1.2. The proposals are for new military homes to be provided at Bulford, as part of a national strategy for the delivery of a new era of Service Family Accommodation ('SFA').
- 1.3. The proposed description of development is:
'The erection of 8 dwellings and associated infrastructure'
- 1.4. The structure of the planning statement is as follows:
 - Section 2 – Site Description and Surroundings
 - Section 3 – Development Proposals
 - Section 4 – Planning Policy Review
 - Section 5 – Planning Analysis
 - Section 6 – Conclusions
- 1.5. As is set out in more detail elsewhere in this report, the small number of proposed homes would initially serve as model homes for the proposed new SFA house types, after which they would be occupied by service personnel and their families.

Development Context

- 1.6. In January 2025 MoD announced the buy-back of dwellings which had previously been transferred to the private sector. Along with the established MoD housing estate, this has made MoD one of the largest landlords in the country with control over circa 47,000 homes which are available as SFA.
- 1.7. In April the Strategic Defence Review highlighted the importance of good quality accommodation for the morale and retention of service personnel and made a £7 billion commitment to Defence accommodation in this parliament, including an additional £1.5 billion to improve Defence family homes. The total Government financial commitment to SFA is £9.2 billion.
- 1.8. More recently the Defence Housing Strategy (November 2025) set out further detail on how the Government intends to deliver significant improvement in the provision of homes for service families.
- 1.9. This includes the review of all existing properties and the projected modernised or upgrading of 90% of those homes. It is estimated that circa 14,000 homes will be rebuilt or substantially

refurbished, whilst 5,000 homes, which are considered to be in the wrong location and/or the wrong size/character to meet operational requirements, will be sold to the private sector.

- 1.10. The Strategy acknowledges that traditionally the level of empty homes in the military estate has been higher than necessary, and there will be a focus on bringing the number of those “void” properties down.
- 1.11. However, there remains a requirement for circa 9,000 new homes to be built for military families across the country to meet future requirements. This, in part, is due to increasing personnel numbers as a result of additional investment announced in the Strategic Defence Review, but more significantly due to the implementation of the Modern Accommodation Offer (MAO), whereby, through a change of MoD policy, an increased number of families will be eligible for SFA.
- 1.12. All of this means that, there is now underway a programme of reviewing the supply and demand for service family homes across the country, which is leading to refurbishment/redevelopment/and new development to deliver the right number of good quality homes for military families, in the right places, for the future.
- 1.13. To fulfil the outlined objectives of the Defence Housing Strategy, it will be necessary to refurbish existing properties and bring vacant homes back into use. Also, to provide the full amount of SFA required, it will be necessary to build new homes across the country. The planning for this is underway and, as a central element, it will be necessary to design the new generation of homes to be delivered.
- 1.14. Those new homes are being designed at present, and as set out in Pillar One: A Generational Renewal’ of the Defence Housing Strategy (page 45), it will be necessary to test and demonstrate those proposed housing types and designs.
- 1.15. This application includes the first of these emerging house types and it is intended will serve as a model for the future delivery of SFA across the country. It is the first location where the new house types will be planned, built, tested and lived in and therefore represent an important milestone in the rollout of the future SFA house types.

Pre-application enquiry

- 1.16. A pre-application enquiry (application reference ENQ/2025/01978) was submitted to Wiltshire Council and registered on 8 December 2025. It provided the background material for the proposed development and the indicative layout of the new homes.
- 1.17. The Council’s response was received 15 January 2026.
- 1.18. The summary of the response was that *‘the proposal is considered to have some merit, but in order to receive potentially favourable consideration, outstanding issues need to be addressed’*.
- 1.19. The primary concern expressed in the council’s response related to the location of the proposed housing in the countryside. However, the response did acknowledge that the site is within walking distance of the main Barracks at Bulford, and associated services and facilities. It can therefore be considered a sustainable location.

- 1.20. The site itself was selected following a review of available MoD owned land within the vicinity and the site chosen as it presents a relatively unconstrained location, close to existing services and facilities, as well as the military establishments of Salisbury Plain Training Area (SPTA).
- 1.21. Numerous other sites within MoD ownership were considered but for practical and/or operational reasons were discounted. Despite the request of the council in the pre-application response, it is not considered appropriate for the details of all land considered to be placed in the public domain.
- 1.22. The Council's pre-application response also sets out an assessment of the proposals against the key considerations relating to such a development and this application seeks to address those comments and to confirm how any identified concerns are addressed either within the application material, or how they will be addressed/resolved prior to determination of an application or prior to construction.

Submission Documents

- 1.23. The planning application is supported by a suite of technical documents in line with the council's validation requirements.
- 1.24. The following information is submitted with the application:
 - Application Form and certificates
 - Community Infrastructure Levy Form
 - Drawings:
 - Site Location Plan
 - Existing Block Plan
 - Topographic survey
 - Utilities survey
 - Proposed Block Plan
 - Proposed Landscape plan
 - Proposed House plans and elevations
 - Proposed Garages plans and elevations
 - Design and Access Statement
 - Flood Risk Assessment and Drainage Strategy
 - Tree Survey and Constraints Report
 - Arboricultural Impact Assessment
 - Air Quality Assessment

- Nutrient Neutrality Assessment & Mitigation Strategy
- Historic Environment Desk Based Assessment
- Transport Report
- Preliminary UXO Risk Assessment
- Environmental Noise Assessment
- Ground Investigation Report
- Preliminary Ecological Appraisal
- Stage 1 Habitats Screening Assessment
- Biodiversity Net Gain Statement and Metric
- Planning Statement (this document)

2. Site Description and Surroundings

The Site

- 2.1. The application site lies to the north of the main establishment area of Bulford Camp, which forms part of the MoDs wider garrison, located around Salisbury Plain Training Area (SPTA). The site consists of two relatively flat grassed fields, circa 1.1 ha in size (see Figure 1).
- 2.2. The site comprised agricultural land/fields up until World War 1 when huts were constructed to house New Zealand troops. These were replaced by accommodation buildings and their associated roads constructed in the 1920s to house servicemen and their families. The buildings were demolished between 1972 and 1975, and the land has since remained as an unused grassed area.
- 2.3. The site still contains a narrow road through the centre (known as Horne Road), and similar routes along the northern and southern boundaries. Given its historic use and remaining infrastructure, the site could be considered to represent previously developed land, though the land has now predominantly returned to nature.
- 2.4. The site benefits from existing narrow roads which connect directly to Sling Road which is a private road and forms the eastern boundary of the site. Sling Road connects to Bulford Camp via Marlborough Road to the south and Tidworth Road to the north which continues on to Tidworth.
- 2.5. The site is generally flat but has a gentle slope towards the south. There are a number of existing trees within the site, though most are located along the site boundary and there is more widespread woodland outside of the intended development area, to the west.
- 2.6. The site is approximately 100m to the south of the Salisbury Plain Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Special Protection Area (SPA). At the local level, Salisbury Plain is also considered a Special Landscape Area (SLA).
- 2.7. The site is located within the catchment of the River Avon SAC, which is one of the catchments impacted by 'Nutrient Neutrality'.
- 2.8. The site itself does not contain any listed buildings and is not located within a conservation area. There are however several Scheduled Ancient Monuments (SAM) in the form of burial mounds / tumuli located within close proximity; two of which being circa 40m and 70m (Bowl barrow: one of a group of six round barrows, Sheepbridge Road, Sling Camp) to the east of the site. There are a further four SAMs within 180m to the northeast of the site.
- 2.9. The site is entirely within Flood Zone 1 (least probability of flooding) and has a Very Low risk of surface water flooding.



Figure 1: Application site.



Figure 2 – Aerial image of application site.

Surroundings

- 2.10. To the immediate north of the site is a group of residential properties, accessed from Sling Road. The properties were historically owned by the MoD but were released to the open market and are now individually owned private properties.
- 2.11. To the immediate south of the site is an area of dense woodland, which wraps around the western extent of the wider site.
- 2.12. The site benefits from a bus stop along Sheepbridge Road approximately 120m to the north. The bus stop is served by the 651 (Salisbury) and X4 (Larkhill) buses. In addition to this, bus stops along Tidworth Road (approximately 250m to the south) are served by the regular Activ8 bus running in both directions which can take passengers eastbound to Andover and southbound to Salisbury. Further bus stops are located within the main areas of Bulford Camp, a short walk to the south.
- 2.13. The nearest train station is Grateley which is approximately 7.5 miles to the east. Regular rail services to London Waterloo, Exeter St Davids and Salisbury are available via South Western Railway.
- 2.14. Bulford is part of the wider Garrison which includes barracks at Bulford, Tidworth and Perham Down to the north, and Larkhill to the west. Bulford Barracks is located less than 1 mile to the south of the site and contains a range of services and amenities available to service personnel.
- 2.15. Further to the southwest (circa 40-minute walk or 4-minute drive) is Bulford village which contains amenities including a village hall, public house, chapel, petrol station, school and beauty salon.

3. Development proposals

- 3.1. As identified, planning permission is sought for the following:

'The erection of 8 dwellings and associated infrastructure'

Service Family Accommodation

- 3.2. As set out in the introduction, this planning application is for the development of a small number of homes specifically for service families. They will be built and owned by the Ministry of Defence.
- 3.3. These homes will be the first homes to be delivered as part of the Defence Housing Strategy and will be the model for new homes to be delivered across the country as part of the wider roll out.
- 3.4. The site represents a central location for the delivery of homes on a relatively unconstrained site, where delivery and operation of the homes can be tested before families then move into them as part of the first phase of housing delivery.
- 3.5. In light of the above, the proposals include a mix of different SFA house types of varying sizes, reflecting the differing needs of service families and do not include any one-bedroom accommodation, as this would not be suitable as a family home.

Proposals

- 3.6. The mix is as follows:
- Plot 1: 4-bedroom detached house
 - Plot 2: 4-bedroom detached house
 - Plot 3: 3-bedroom semi-detached house
 - Plot 4: 2-bedroom semi-detached house
 - Plot 5: 3-bedroom semi-detached house over 2.5 storeys
 - Plot 6: 3-bedroom semi-detached house over 2.5 storeys
 - Plot 7: 2-bedroom flat over garage (FOG)
 - Plot 8: 3-bedroom detached house
- 3.7. The house types are being designed to meet MoD specification, as set out in the Joint Service Publications (JSPs).
- 3.8. They are mainly detached and semi detached family homes, reflecting the needs of military personnel. However, the mix does include a 2 bed Flat Over Garage (FOG). This is a house type found in market schemes but one which, in the pre-application response, the council questions its appropriateness in this location. However, as set out previously, the proposal is for a range of

homes which will be provided in locations across the country on numerous sites. Therefore, the development of the FOG is an appropriate part of the mix to demonstrate future delivery and the applicant would wish to retain this house type in the development mix.

- 3.9. Access to the site is proposed via the existing access point from Sling Road on the eastern boundary. The access would serve each of the 8 dwellings which are proposed to be orientated in a cul-de-sac style which would enable the retention of the existing trees on the site.
- 3.10. Each of the proposed units would benefit from private driveway and a private garage, which include additional space for storage required by service personnel and their families.
- 3.11. The units are set back from the highway, with trees along the eastern extent to create a landscaped boundary and provide some natural screening from Sling Road.
- 3.12. The layout has been influenced by the Tree Survey and as such the units are located in the eastern section of the site to avoid the mature trees located in the western section of the site and ensure their retention by avoiding the canopies and Root Protection Areas. This section of the site will be used to deliver on-site biodiversity net gains and Sustainable Urban Drainage Systems to accommodate surface water drainage (though avoiding the root protection areas of the retained trees).
- 3.13. The proposed development contains footpaths throughout to enhance the permeability of the site and enhance connectivity by providing a safe walking environment both to and within the development itself.

4. Planning Policy Review

- 4.1. This section identifies those national and local planning policies of relevance to the proposed change of use.
- 4.2. Development plans make up the basis for determining all planning applications in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990. Consequently, applications must accord with the development plan unless material considerations indicate otherwise.

National Planning Policy Framework

- 4.3. The National Planning Policy Framework (NPPF), most recently updated in December 2024, outlines the planning policies for England from National Government. Such policies are a material consideration in planning decisions.
- 4.4. Summarised below is an overview of the main NPPF considerations relating to the application.

Sustainable Development

- 4.5. Paragraph 7 of the NPPF explains that the purpose of the planning system is to contribute to sustainable development.
- 4.6. Central to the NPPF is the presumption in favour of sustainable development, which should be applied to both plan making and decision taking, as per paragraph 11.
- 4.7. Achieving sustainable development is guided by three overarching objectives: economic, social and environmental. The NPPF outlines the details that underpin the three core objectives as follows:
 - a. an economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b. a social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c. an environmental objective – to protect and enhance our natural, built, and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 4.8. Paragraph 9 summarises that the objectives should be delivered through the application of policies in the NPPF but are not criteria against which every decision can or should be judged. Planning policies and decisions should be used to guide sustainable development solutions, while in turn considering local circumstances, reflecting the character, needs and opportunities of an area.

- 4.9. Paragraphs 7 to 14 of the NPPF provide an understanding of what defines sustainable development for planning purposes.
- 4.10. Paragraph 39 also states local planning authorities should approach decisions on proposed development in a positive and creative way and decision-makers at every level should seek to approve applications for sustainable development where possible.

Delivering a Sufficient Supply of Homes

- 4.11. Paragraph 61 confirms that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 4.12. Paragraph 63 states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, and these groups should include service families.

Defence Related Development

- 4.13. Paragraph 102 specifically relates to development proposed in relation to defence requirements and confirms that decisions should recognise and support development required for defence related purposes.

Sustainable Transport

- 4.14. Paragraph 115 outlines that when assessing applications for development, it should be ensured that:
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach
- 4.15. As set out in Paragraph 116, development should only be refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe, following mitigation and considering all reasonable future scenarios.

Conserving and Enhancing the Natural Environment

- 4.16. Paragraph 187 requires planning policies and decisions should contribute to and enhance the natural and local environment by:
- protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (a)

- minimising impacts on and providing net gains for biodiversity (d)
- preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability (e)

4.17. Paragraph 194 confirms that SPA and SACs should be given the same protection as habitat sites.

Conserving and Enhancing the Historic Environment

4.18. Paragraph 212 of the NPPF details that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

4.19. Paragraph 213 confirms that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

4.20. At Paragraph 215, the NPPF goes on to state that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

Promoting Healthy and Safe Communities

4.21. Paragraph 96 of the NPPF details that planning decisions should aim to achieve healthy, inclusive and safe spaces, promoting social interaction, are safe and accessible and enable and support healthy lives.

4.22. Paragraph 102 confirms that planning decisions should promote public safety and take into account wider security and defence requirements and should recognise and support development required for operational defence security purposes.

NPPF Consultation

4.23. A consultation proposing reform of the NPPF was issued in December 2025. This document sets out a significantly changed approach to the structure of the national guidance and replaces the former Para 102 with proposed **Policy P6: Land and operations for defence and public protection**, which states:

"1. Substantial weight should be attached to the importance of sites, activities, facilities and infrastructure required to maintain and enhance defence capability and public safety, when considering:

a. Proposals for their development (whether through modernisation, intensification, redevelopment or expansion for operational and related purposes); and

b. Proposals which could affect their operational activity and capability, especially where noise from that activity could affect the proposed development (policy P4 should also be applied in all such cases)".

- 4.24. The proposed development for SFA is required to enhance and maintain operational defence capability and is therefore entirely consistent with and, supported by, this proposed national planning policy provision.
- 4.25. Moreover, in regard to military housing, the proposed NPPF extends the definition of Affordable Housing in Annex B Glossary to include:
- “Military affordable housing: meets all of the following conditions: (a) the rent is sub-market military rent as determined by the Ministry of Defence; and (b) it includes provisions to remain as affordable housing for future eligible households, service personnel and veteran households (including widowed partners and spouses of service personnel), or for the subsidy to be recycled for alternative affordable housing provision”.*
- 4.26. This clearly identifies the Government’s intention that SFA be included within the definition of Affordable Housing in the future and furthermore emerging Policy S5: Principle of development outside settlements states that defence related proposals are identified (alongside those for agriculture and forestry amongst others) as those uses that should be supported outside of established settlements.
- 4.27. The Draft NPPF is currently in consultation form only and the Government is seeking comments on the proposed reforms by 10th March 2026. Following this date, it is anticipated that a revised NPPF will be issued, but the details of this will not be known until after the consultation closes. Therefore, for the interim, the December 2024 version of the NPPF remains in place and forms part of the basis for decision making, though the proposed changes do demonstrate a clear direction of travel for Government policy towards further support for defence related development, such as the provision of new SFA and its definition as affordable housing.

Local Policy

- 4.28. Development decisions must be made in accordance with relevant development plan policies. The site is located near to the settlement of Bulford which is within the administrative area of Wiltshire Council.
- 4.29. The adopted Development Plan for Wiltshire Council is as follows:
- Wiltshire Core Strategy (adopted 20 January 2015) (WCS)
 - Wiltshire Housing Site Allocations Plan (adopted February 2020) (WHSAP)
 - ‘Saved Policies’ from the Salisbury District Local Plan (adopted June 2003) (SDLP)
- 4.30. There is no Neighbourhood Plan in place which covers the site.
- 4.31. The changes to the NPPF and the ‘standard method’ of calculating housing need by Government in December 2024, mean that Wiltshire Council cannot, at present, demonstrate a 5-year housing land supply. Under the new calculation, the Local Housing Need figure for Wiltshire Council increased from 1,917 dwellings per annum (dpa) under the previous method to 3,525 dpa under the new method (this representing an 84% increase).
- 4.32. Accordingly, relevant policies of the adopted plan may be considered out of date.
- 4.33. Wiltshire Council is producing a new Local Plan which was subject of consultation (‘Reg 19’) in autumn 2024 and was submitted for independent examination on 28 November 2024.

- 4.34. A hearing programme was published on 25 September setting out proposed hearing dates for stage two (November and December 2025) and stage three (February and March 2026). The first of the stage two hearings were undertaken during the second week of November and focused on housing numbers and the overall spatial strategy of the emerging plan.
- 4.35. In a letter dated Monday 17th November 2025, the Local Plan Inspectors outlined that the Local Plan examination was required to be paused due to some critical issues which were identified during the first week of the stage two hearings.
- 4.36. Following further hearing sessions on 11-13 November 2025, the Inspectors issued a detailed post Stage 2 hearings letter dated 22 December 2025 in which they identified several significant legal compliance and soundness deficiencies within the plan including issues surrounding the housing requirement calculations, the stepped housing trajectory, the proposed Salisbury Area New Community and the approach to broad locations and employment land.
- 4.37. The Council has been required to provide an achievable timetable for preparing additional evidence to address these deficiencies, with the Inspectors indicating that the Plan period may need to be extended to 2042 to ensure compliance with national policy. The examination remains paused pending the Council's response and completion of additional work including updates to the Sustainability Appraisal and Habitats Regulations Assessment.
- 4.38. In light of the above, for the purposes of this application, the emerging plan continues to have limited weight given the issues surrounding legal compliance and soundness, and it is considered that the adopted Local Plan Policies remain most relevant to the determination of any emerging proposals.

Relevant Local Plan Policies

- 4.39. The following policies within the adopted Development Plan documents are considered to be of relevance to the determination of the forthcoming planning application at the site:
- Core Policy 1: Settlement Strategy
 - Core Policy 2: Delivery Strategy
 - Core Policy 3: Infrastructure Requirements
 - Core Policy 4: Spatial Strategy for the Amesbury Community Area
 - Core Policy 37: Military Establishments
 - Core Policy 41: Sustainable Construction and Low Carbon Energy
 - Core Policy 43: Providing Affordable Homes
 - Core Policy 44: Rural Exceptions Sites
 - Core Policy 45: Meeting Wiltshire's Housing Needs
 - Core Policy 48: Supporting Rural Life
 - Core Policy 50: Biodiversity and Geodiversity
 - Core Policy 57: Ensuring High Quality Design and Place Shaping
 - Core Policy 58: Ensuring the Conservation of the Historic Environment

- Core Policy 59: The Stonehenge, Avebury and Associated Sites World Heritage Site
- Core Policy 60: Sustainable Transport
- Core Policy 61: Transport and Development
- Core Policy 62: Development Impacts on the Transport network
- Core Policy 64: Demand Management
- Core Policy 67: Flood Risk
- Core Policy 68: Water Resources
- Core Policy 69: Protection of the River Avon SAC

4.40. It is also prudent to note that, since the adoption of the plan, requirements relating to Nutrient Neutrality and Biodiversity Net Gain have been introduced nationally.

4.41. Although the examination of the emerging Local Plan is currently on hold, and notwithstanding that additional work is required including potential extension of the Plan period to 2042, it is considered that the following draft policies are still of some relevance should the examination recommence in due course:

- Policy 1: Settlement Strategy
- Policy 2: Delivery Strategy
- Policy 36: Amesbury Market Town
- Policy 66: Military Establishments
- Policy 70: Sustainable Transport
- Policy 71: Transport and New Development
- Policy 76: Providing Affordable Homes
- Policy 78: Meeting Wiltshire's Housing Needs
- Policy 82: Housing in the Countryside
- Policy 85: Sustainable Construction and Low Carbon Energy
- Policy 86: Renewable Energy
- Policy 87: Embodied Carbon
- Policy 88: Biodiversity and Geodiversity
- Policy 89: Biodiversity Net Gain
- Policy 90: Woodland, Hedgerows and Trees
- Policy 91: Conserving and Enhancing Wiltshire's Landscapes
- Policy 95: Flood Risk
- Policy 96: Water Resources
- Policy 97: Contaminated Land

- Policy 98: Ensuring High Quality Design and Place Shaping
- Policy 99: Ensuring the Conservation and Enhancement of the Historic Environment

SPDs

4.42. The following adopted SPD's were identified by the Council in their pre-application response as potentially being of relevance to the determination of the application:

- Wiltshire Design Guide (Adopted March 2024)
- Creating Places Design Guide SPG (Adopted April 2006)
- Achieving Sustainable Development SPG (Adopted April 2005)
- Wiltshire Climate Strategy 2022-2027(Adopted February 2022)
- Wiltshire Local Transport Plan 2011 – 2026 – Car Parking Strategy (Adopted March 2011)
- Stonehenge and Avebury World Heritage Site Management Plan 2015 (Adopted May 2015)

5. Planning Analysis

- 5.1. This section provides an analysis of the development proposal when assessed against the NPPF, adopted and emerging development plan policies, and relevant material planning considerations.
- 5.2. The starting point in the consideration of any planning application is Section 38(6) of the Planning & Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 which requires that applications must be in accordance with the development plan unless material considerations indicate otherwise.

Principle of Development

- 5.3. The proposals seek to provide long-term accommodation for military personnel and their families, classified as service family accommodation, rather than general market housing, to meet specific operational requirements of the military establishment.
- 5.4. The proposal represents the first step in delivering a key objective of the Defence Housing Strategy to provide new SFA across the country that is fit for purpose for service personnel and their families, following increased investment in defence as set out in the Strategic Defence Review.
- 5.5. The consultation draft of the NPPF issued in December 2025 demonstrates clear government policy direction, strengthening support for defence-related development including new SFA provision. Proposed NPPF Policy P6 requires substantial weight to be given to *"the importance of sites, activities, facilities and infrastructure required to maintain and enhance defence capability and public safety"* when considering development proposals.
- 5.6. At the local level, Wiltshire Core Strategy Policy CP37 (Military Establishments) acknowledges the MoD's longstanding presence within Wiltshire and supports specific provisions for military developments. Policy CP37 recognises that military housing developments may conflict with standard settlement strategy policies, and acknowledges that operational military requirements may necessitate residential development in locations not typically supported under general housing policies. This approach and support is also included within Policy 66 of the emerging local plan.
- 5.7. The pre-application response confirms that the site benefits from its strategic location within a group of settlements including Bulford, Durrington, Amesbury, Larkhill and Tidworth. Although located outside the defined settlement boundary, it is considered that the site's functional relationship with Bulford Camp (less than 1 mile to the south) makes residential development suitable at this location. This proximity ensures residents would be within walking distance of their workplace and associated military facilities, while providing access to essential services including Bulford Medical Centre, convenience stores, a community centre and Post Office.
- 5.8. The pre-application response acknowledges that the site is *"within walking distance of an established military barracks"* with ready access to services, employment, schooling and transport links, confirming accordance with Policy CP37's requirement for developments to be *"well related to an existing settlement in terms of location and scale"*.
- 5.9. In light of the above, it is considered that the principle of residential development should be accepted, reflecting the national and local policy framework which is supportive of defence

developments in principle and that the proposed SFA, will be within close proximity to existing services and facilities.

Site selection

- 5.10. In considering options for the location of the proposed development for the first example of the new model homes, a wide-ranging review of MoD owned land was undertaken. This considered the suitability of land for development, its availability and suitability for the use but also security and operational requirements and limitations.
- 5.11. This process resulted in the choice of the land at Sling Road as the preferred location for the new homes, as it is not required for operational purposes, is located outside of a security fence, but in close proximity to a barracks and to local services and facilities.

Affordable Housing

- 5.12. The Council's Core Strategy Policy CP43 (Providing Affordable Homes) (as amended by the NPPF) sets out a requirement for 30% on-site Affordable Housing provision for market housing schemes within the area of the application.
- 5.13. The Council's pre-application response indicated that this policy may apply, in which case it was considered that the Council would seek an offsite commuted sum in lieu of onsite affordable housing.
- 5.14. However, the proposals are for Service Family Accommodation (SFA) which are homes built and owned by the MoD and provided to serving personnel at a rent lower than market rate. This has many of the characteristics of affordable housing and Annex 2 (Glossary) of the current NPPF includes military personnel within the definition of '*essential local workers*'. In turn, the definition for '*affordable housing*' includes housing that is for essential local workers.
- 5.15. On this basis, SFA has previously been considered a form of affordable housing and in Wiltshire, as part of the determination of past applications for SFA developments (including those forming part of the Army Basing Programme), it has been agreed that those developments were exempt from affordable housing provision. Accordingly, it is considered that the same approach could be relevant for this application within the current development plan policies.
- 5.16. However, the status of SFA as a form of Affordable Housing has been recognised in the Defence Housing Strategy and the proposed reforms to the NPPF (issued for consultation in December 2025). It is the clear intention of the Government that SFA becomes included in the definition of affordable housing. The supporting consultation document clarifies that military affordable housing proposals should form part of affordable housing contributions, and that this should remove obstacles and enable military affordable housing to be delivered on a broader range of sites, in line with operational needs.
- 5.17. The consultation period for the NPPF reform runs until March 2026 and, it is anticipated a revised NPPF will be published soon after. Therefore, it is anticipated that this application may be determined in the context of this revised NPPF, wherein SFA is defined as affordable housing.
- 5.18. It is therefore, considered that the status of the housing and the requirement for affordable housing provision should be considered through the determination of the application and addressed at the time of decision making.

Heritage

- 5.19. To assess any impacts of the proposals on the site and the surrounding area, a Historic Environment Desk-Based Assessment (HEDBA) has been prepared and is submitted as part of this application.
- 5.20. As outlined in Section 2 of this Statement, the site does not contain any designated heritage assets such as scheduled monuments, listed buildings or registered parks and gardens, and the site is not located within a conservation area.
- 5.21. There are however several Scheduled Ancient Monuments beyond the site. The HEDBA identifies each of these and summarises the predicted impact of the scheme on asset significance prior to the implementation of a mitigation strategy and the impacts range from 'no harm' at the lesser end of the scale, whilst the top end of the harm identified is 'less than substantial harm'. In light of this, no mitigation is recommended for designated heritage assets within the study area, with less than substantial harm anticipated from the construction of the proposed development.
- 5.22. Notwithstanding this, the pre-application advice notes that there may be archaeological potential at the site given its previous use as military barracks and it's proximity to several SAM's in the form of burial mounds / tumuli within 40m to the boundary of the site. The HEDBA confirms that archaeological survival is anticipated to vary between low and moderate, however as any site preparation, construction installation of services would potentially impact surviving archaeology, a programme of archaeological evaluation will be necessary across the site in accordance with Core Policy 58 (Ensuring the Conservation of the Historic Environment).
- 5.23. Archaeological evaluation would likely include a geophysical survey with a watching brief during construction, which would then enable an informed decision to determine an appropriate mitigation strategy for any significant archaeological assets.

Flood Risk, Drainage and Nutrient Neutrality

Flood Risk

- 5.24. The Flood Risk Assessment and Drainage Strategy (FRA and DS), prepared by WSP and submitted as part of the application, confirms that the site is located entirely within Flood Zone 1, where the probability of river or sea flooding is less than a 0.1% (1 in 1,000) chance in any given year. The assessment confirms that the site is at low or very low risk of flooding from all sources, including fluvial, tidal, surface water, groundwater, sewer and reservoir flooding, and that the most recent Environment Agency Climate Change Guidance shows the site remains at low or very low risk for the 2036 to 2069 climate change scenario.
- 5.25. As the development is located in Flood Zone 1, it already meets the requirements of the Sequential Test under national planning policy, and no Exception Test is required.
- 5.26. The development is classified as "More Vulnerable" under the Planning Practice Guidance vulnerability classifications, which are used appropriate for Flood Zone 1 locations. Minimal flood risk mitigation measures are required to ensure the proposals remains safe throughout its lifetime, with finished floor levels recommended to be set 150mm above average ground level as a precautionary measure.

Surface Water Drainage

- 5.27. The development fully complies with Core Policy 67 requirements through the implementation of a sustainable drainage system (SuDS) which follows the hierarchy for surface water disposal.
- 5.28. Surface water runoff will be managed through permeable paving systems on driveways and parking areas, with additional attenuation provided by geo-cellular tank and an infiltration basin located to the west of the site. The SuDS approach provides sufficient capacity to accommodate storm events up to the 1 in 100-year return period with 40% climate change allowance.
- 5.29. The drainage design follows the DEFRA National Standards for Sustainable Drainage Systems (2025) hierarchy, with infiltration to ground being the preferred method of disposal after rainwater harvesting. Surface water discharge rates are controlled to ensure no increase in flood risk elsewhere, with exceedance flow routes designed to direct any excess water away from buildings toward the Nine Mile River to the west of the site during extreme events.

Foul Water Drainage

- 5.30. The FRA and DS confirms that the development will discharge to the existing Ministry of Defence foul sewer system. The anticipated peak foul flow of 0.4 litres per second from the 8 dwellings is considered negligible, and the existing drainage system has confirmed capacity to accommodate these flows. The foul drainage ultimately discharges to Ratfyn Wastewater Treatment Works, which is operated by Wessex Water.

Summary

- 5.31. The Flood Risk Assessment concludes that the development is appropriate in its proposed location, can be occupied safely throughout its lifetime, and will not increase flood risk elsewhere through the implementation of the recommended mitigation measures and sustainable drainage design.

Nutrient Neutrality

- 5.32. The site is located within the catchment of the River Avon SAC, which is adversely affected by phosphorus enrichment. Consequently, the proposals have the potential to cause adverse effects, alone or in combination with other developments, through discharge of phosphorus in wastewater and are therefore subject to nutrient neutrality requirements.
- 5.33. A Nutrient Neutrality Assessment & Mitigation Strategy (NNAMS) is submitted as part of this application. The proposals include a sustainable drainage strategy incorporating infiltration. This will result in phosphorus removal from surface water runoff, eliminating this potential pollution source from the developments total phosphorus load.
- 5.34. For the remaining phosphorus load, generated as a result of the development and requiring offsetting, the preferred mitigation approach involves purchasing phosphorus credits from an approved scheme within the River Avon catchment upstream of Ratfyn Sewage Treatment Works.
- 5.35. The NNAMS identifies Greenshank Environmental as a suitable credit scheme in the relevant sub-catchment, with regulatory approvals expected in Spring 2026 and credit allocations becoming available shortly thereafter. It is intended to engage with Greenshank Environmental to secure provisional credit allocation, and alternative mitigation options also exist should this option not be feasible.

- 5.36. The nutrient neutrality assessment demonstrates that the proposed development can achieve phosphorus neutrality through appropriate mitigation measures ensuring regulatory compliance and enabling the development to proceed without adverse effects on the River Avon SAC meeting the requirements of Core Policy 69 (Protection of the River Avon SAC).

Ecology and Biodiversity Net Gain

Ecology

- 5.37. A Preliminary Ecological Appraisal (PEA) and a Habitats Regulations Assessment (HRA) are submitted with the application to review the existing ecological baseline at the site and assess the likely impacts of the proposals.
- 5.38. The site is located approximately 100m from the Salisbury Plain SAC, SPA and SSSI. The site also contains 23 individual mature trees, with areas of woodland which constitute a Habitat of Principal Importance within 30m of the boundary of site.
- 5.39. The development layout has been carefully designed to avoid any impacts on these habitats whilst maintaining wider habitat connectivity across the site, and all existing trees and adjacent woodland areas will be retained and protected during construction in accordance with Core Policy 57's requirements for retaining and enhancing existing important landscaping and natural features.
- 5.40. The PEA indicates the site has moderate potential to support various protected species including bats, badgers, hazel dormouse, breeding birds, reptiles and amphibians. Of particular note is the potential presence of stone curlew, reptiles and Great Crested Newts (GCN).
- 5.41. A habitat survey has been undertaken, but (due to project programme restrictions) the site visit was in November 2025. This is outside the optimal assessment season (April to September), therefore additional surveys will be agreed, to be undertaken during appropriate seasonal windows to determine the precise nature of the habitat and also the presence and distribution of protected species.
- 5.42. The HRA screening identifies that the proposals could potentially impact several nearby European protected sites through six impact pathways including land take from functionally linked habitats, construction disturbance, dust emissions, pollution risks, recreational pressure from new residents, and water quality impacts on the River Avon SAC through nutrient loading.
- 5.43. A detailed Stage 1 HRA is submitted with the application and it is anticipated that an Appropriate Assessment be undertaken following completion of the additional surveys to evaluate these potential effects and then determine specific mitigation measures required to ensure no adverse impacts on site integrity, in accordance with Core Policy 50's requirements for developments affecting Natura 2000 sites.
- 5.44. Various measures have already been proposed to address some of the potential impacts. Construction phase impacts will be mitigated through protective measures including precautionary working methods for wildlife, seasonal timing restrictions to avoid sensitive periods (such as the bird nesting season), dust suppression measures to protect nearby designated sites, and pollution prevention protocols to safeguard water quality. These measures will be secured through planning conditions and implemented via a Construction Environmental Management Plan (CEMP).

- 5.45. The development also incorporates several design features that avoid and minimise ecological impacts in compliance with Core Policy 50, including the retention of all existing trees within the scheme layout, implementation of SuDS to manage surface water and maintenance of buffer zones between the development and sensitive habitats to preserve ecological functionality and connectivity.
- 5.46. Subject to the completion of seasonal surveys and implementation of the identified mitigation measures, it is considered that the proposed development can be delivered without adverse impacts on protected species or designated sites. The retention of existing trees, implementation of construction phase protective measures, and delivery of habitat enhancements will ensure compliance with Core Policy 50's requirements for biodiversity protection and enhancement whilst maintaining the ecological functionality and connectivity of the surrounding landscape.

Biodiversity Net Gain

- 5.47. In order to assess the Biodiversity Net Gain (BNG) of the proposals, a BNG assessment has been undertaken and a BNG Report has been prepared which are submitted as part of this application.
- 5.48. The assessment indicates a shortfall of 7.61 area habitat units, representing a 33.36% net loss in biodiversity value which will require mitigation to achieve compliance with the statutory BNG requirements. As the baseline survey was undertaken in November 2025, outside the optimal season for botanical assessment, this limited the accurate classification of grassland habitats within the site. Consequently, grassland habitats have been provisionally assessed as having medium distinctiveness and good condition, based on existing management and development history. This precautionary approach likely overestimates the actual biodiversity value present.
- 5.49. The development design follows the Biodiversity Hierarchy by first avoiding impacts on high-value habitats and individual trees, then minimising unavoidable impacts through careful site layout. As identified within Section 3 of this Statement, the layout has been informed by the existing trees on site, and the proposed layout ensures that all of the trees on site can be retained, with additional tree planting proposed in the form of soft landscaping along the site entrance along Sling Road. Western areas of the site have been specifically identified for retention and future enhancement to provide additional biodiversity units in support of the proposed development. The approach aligns with Core Policy 50's enhancement requirements by incorporating measures to deliver biodiversity gains through habitat creation and enhancement opportunities that will be informed by updated survey results and designed to align with Local Nature Recovery Strategy habitat priorities.
- 5.50. The proposals will prioritise on-site biodiversity gain through enhancement of the retained grassland areas, with the specific nature and value of these to be determined following updated survey work, and only in the event that on-site enhancements prove insufficient to meet statutory requirements will off-site biodiversity units be considered as a last resort, likely through purchase from recognised habitat banks such as the Chippenham Habitat Bank managed by Environment Bank.
- 5.51. The precautionary approach adopted in the baseline assessment, combined with the commitment to additional surveys and mitigation, will ensure that the final strategy will deliver measurable net gains whilst complying with national statutory requirements and Core Policy 50's enhancement objectives.

Travel and Parking

- 5.52. To assess the impacts of the proposals on the site and the surrounding area, a Transport Technical Note has been prepared and is submitted as part of this application.
- 5.53. The note confirms that whilst the site is not located within the defined settlement boundary, it is within an accessible location given its proximity within walking distance to Bulford Camp where residents may work and can access a range facilities in accordance with Core Policy 60's objective of planning developments in accessible locations.
- 5.54. The site is also well connected to the surrounding area and benefits from good connectivity to public transport services. There are several bus stops located within walking distance to the site, and as previously stated the nearest bus stop on Sheepbridge Road is located circa 120m to the north of the site and is served by the 651 and X4 services. Additional services are available from stops located 400m south on Tidworth Road providing connections to key destinations in the locality including Andover and Salisbury, ensuring compliance with Core Policy 61's requirement to reduce the need to travel particularly by private car and encourage sustainable transport alternatives.
- 5.55. Pedestrian connectivity is also enhanced through the provision of a new footway along the eastern edge of the site which connects to the existing footway network to the south, demonstrating consideration for pedestrians as per Core Policy 61, and creating enhanced connectivity with the surrounding area.
- 5.56. The parking allocation meets or exceeds the minimum standards across all unit types with all parking spaces designed to the Council's size guidelines, whilst garages meet the internal size requirements to ensure adequate space is provided to accommodate vehicle storage, cycling provision, and general storage.
- 5.57. In addition to the resident's requirements, the development provides appropriate visitor parking through four dedicated spaces, complying with Core Policy 64's residential parking standards and the Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy parking standards.
- 5.58. Vehicular access to the site will be provided by a single access point located on the site's eastern boundary along Sling Road via a new priority-controlled T-junction.
- 5.59. Sling Road is not an adopted highway; it is owned by the MoD. However, the Transport Technical Note confirms that the junction has been designed in accordance with established design standards, including the Wiltshire Design Guide, The Design Manual for Roads and Bridges, and Manual for Streets in accordance with Core Policy 61 which requires proposals to be served by safe access to the highway network.
- 5.60. The development avoids direct access on to the primary route network, instead utilising the existing road hierarchy through Sling Road complying with Core Policy 62's requirement that proposals should not be accessed directly from the national primary route network outside built-up areas.
- 5.61. The 30mph speed limit on Sling Road provides an appropriate traffic environment for the residential development, supporting safe integration with the existing transport network. The development's scale and location within an established military facility minimise potential adverse impacts on the broader transport network.

- 5.62. The proposed development demonstrates comprehensive compliance with the Wiltshire Core Strategy's transport policies through its sustainable location with good public transport connectivity and proximity to essential facilities (Core Policy 60 and 61), adherence to established highways design guidance ensuring safe access for all users (Core Policy 61), implementation of appropriate parking standards that balance accessibility with sustainable transport promotion (Core Policy 64 and Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy), and appropriate connection to the highway hierarchy without compromising network efficiency (Core Policy 62).

Presumption in Favour of Sustainable Development

- 5.63. A planning appeal decision in January 2025 (Land at Glenmore Farm, Appeal Ref: APP/Y3940/W/24/3345598) has confirmed that Wiltshire's housing land supply position has further deteriorated. Following the updated National Planning Policy Framework, the Council can now only demonstrate 2.03 years supply of housing, representing a decline from the previously agreed 3.46 years. This shortfall triggers the presumption in favour of sustainable development under the NPPF's 'tilted balance' provisions meaning that housing policies, including settlement boundary policies, can be considered to be out-of-date.
- 5.64. Paragraph 11(d) of the NPPF states that where a local planning authority cannot demonstrate a five-year supply of housing, planning permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits when assessed against Framework policies as a whole. It is important to note that this housing land supply shortfall occurs against the backdrop of the Government's commitment to deliver 1.5 million new homes within the current parliament.
- 5.65. The Glenmore Farm appeal is noteworthy as the Inspector found that where Wiltshire Council cannot demonstrate adequate housing land supply, *"the development plan is failing to meet its strategic challenges"* and *"its settlement strategy and limits of development are not working effectively"*. Crucially, the decision confirms that settlement boundary conflicts carry significantly reduced weight in the planning balance, establishing clear precedent for housing development outside established limits where sustainable development with appropriate mitigation is delivered.
- 5.66. The delivery of eight new homes carries positive weight, addressing both general housing need and the specific requirement for Service Family Accommodation and support defence capability through providing military accommodation, aligning with local and national policy objectives. The proximity to Bulford Camp and compliance with Policy CP37's military development provisions further reduce the settlement boundary conflict weight, as the Policy confirms that operational military requirements may necessitate development in locations not typically supported under standard housing policies.
- 5.67. Applying the tilted balance, any harm from the settlement boundary location is substantially outweighed by the benefits of delivering essential housing, particularly Service Family Accommodation directly supporting military operations. It is therefore considered that the proposal accords with the presumption in favour of sustainable development, and planning permission should be granted in accordance with paragraph 11(d) of the NPPF.

6. Sc106 Heads of Terms and CIL

Section 106 contributions

- 6.1. In association with any application for housing, the Council's validation checklist seeks the inclusion of a Sc106 Head of Terms.
- 6.2. This application relates to the provision of eight homes for service families.
- 6.3. As the total number of homes proposed is less than ten, then the council, in their pre-application response dated 15th January, have confirmed that contributions for education and open space would not be attributable.
- 6.4. Therefore, the only elements which may be applicable in regard to this application are considered to be nutrient neutrality, BNG commitments and potentially affordable housing.
- 6.5. It is proposed at present that, in order to achieve nutrient neutrality, the applicant will seek to purchase credits from a Natural England-approved scheme in the River Avon catchment upstream of Ratfyn STW. This will be secured through a legal agreement.
- 6.6. Habitat enhancement and creation measures that qualify as 'significant on-site enhancements' (Defra, 2024i) need to be legally secured and subject to a 30-year Habitat Management and Monitoring Plan (HMMP). These will need to be confirmed with the LPA prior to commencement as part of the final BGP and potentially secured through a legal agreement.
- 6.7. Service Family Accommodation exhibits the characteristics of affordable housing and draft NPPF consultation document includes SFA within the definition of Affordable Housing. If this is adopted before the determination of the application, then the homes will be considered affordable homes and this may be secured within a legal agreement.
- 6.8. If the status of SFA is not changed nationally, then it will be necessary to confirm the status of the homes within the context of the NPPF at the time and the previous status of SFA schemes within Wiltshire, whereby additional affordable housing provision has not been sought.

Community Infrastructure Levy (CIL)

- 6.9. As of May 2015, Wiltshire Council adopted its Community Infrastructure Levy (CIL).
- 6.10. The CIL Charging Schedule May 2015 sets out the uses and rates to be applied.
- 6.11. The charging schedule confirms that Service Family Accommodation attracts a CIL rate of £0. Therefore, it is considered that, subject to a suitable Sc106 agreement being in place regarding the homes as SFA, that no CIL will be payable for the proposed development.

7. Conclusions

- 7.1. This Planning Statement demonstrates that the proposed development of 8 SFA units at the site represents sustainable development that accords with national and local planning policy. The proposal forms a critical first phase in delivering the Government's Defence Housing Strategy, providing essential accommodation for military families while serving as a model for new SFA house types to be rolled out nationally.
- 7.2. The site's strategic location within close proximity to Bulford Camp ensures residents can walk to their workplace and access essential services and facilities, while public transport connections provide sustainable travel options to the wider area. The design has been carefully developed to minimise environmental impacts, with the layout responding to existing site constraints including mature trees, archaeological sensitivity, and flood risk considerations.
- 7.3. The technical assessments submitted as part of this application demonstrate that the proposal has been assessed against the relevant site-specific considerations, and any issues identified can be addressed through appropriate mitigation measures.
- 7.4. The proposals benefit from strong policy support at both national and emerging national levels. Current NPPF provisions recognise and support development for defence purposes, while the consultation draft NPPF strengthens this position by requiring substantial weight to be given to proposals that maintain and enhance defence capability. The emerging national framework also recognises SFA as affordable housing, removing potential barriers to delivery and enabling military housing provision across a broader range of sites.
- 7.5. At the local level, Core Policy 37 specifically acknowledges that military developments may require locations outside traditional settlement boundaries where operational requirements necessitate such provision. The Council's pre-application response confirms the site's sustainability credentials, noting its walking distance relationship with established military facilities and access to essential services.
- 7.6. In the context of Wiltshire's significant housing land supply shortfall (2.03 years), the presumption in favour of sustainable development under paragraph 11(d) of the NPPF applies. Any harm arising from the countryside location is substantially outweighed by the benefits that deliver sustainable development.
- 7.7. The development delivers substantial benefits across all three dimensions of sustainable development established by the NPPF, a summary of which is set out below.

Sustainable Development – Environmental

- Biodiversity net gain delivered through habitat enhancement in retained woodland areas
- Sustainable drainage systems incorporating infiltration to manage surface water runoff and reduce downstream flood risk
- Retention of all existing mature trees and additional landscape planting to enhance local character

- Nutrient neutrality achieved through phosphorus credit purchase, preventing adverse impacts on the River Avon SAC

Sustainable Development – Economic

- Construction phase employment opportunities and supply chain benefits for local businesses
- Ongoing economic contribution through resident expenditure in local shops and services
- Efficient use of existing infrastructure and utilities reducing per-unit servicing costs
- Long-term asset value creation for the Ministry of Defence housing portfolio
- Alignment with £9.2 billion Government investment commitment in defence family accommodation

Sustainable Development – Social

- Provision of high-quality homes specifically designed to meet the needs of military families
- Support for service personnel recruitment and retention through improved accommodation standards
- Demonstration of new housing standards that will inform future SFA delivery nationwide
- Creation of a well-connected community with safe pedestrian routes and cycle storage
- Contribution to addressing local housing need in an area with significant supply shortfall

7.8. It is therefore considered that the development proposals should be approved by Wiltshire Council in a timely manner ensuring the delivery of essential military housing that directly supports national defence capability and contributes towards addressing the identified housing need. JLL would be delighted to discuss the development proposal in further detail with Officers, Members and the wider community during the application determination process, as required.

**We can support you with expert advice that
reflects your business needs and priorities**

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