

TECHNICAL NOTE 1

DATE:	26 January 2026	CONFIDENTIALITY:	Public
SUBJECT:	ACCESS STRATEGY		
PROJECT:	LAND AT SLING ROAD, BULFORD	AUTHOR:	Charlie Wisdom
CHECKED:	David Dixon	APPROVED:	David Dixon

INTRODUCTION

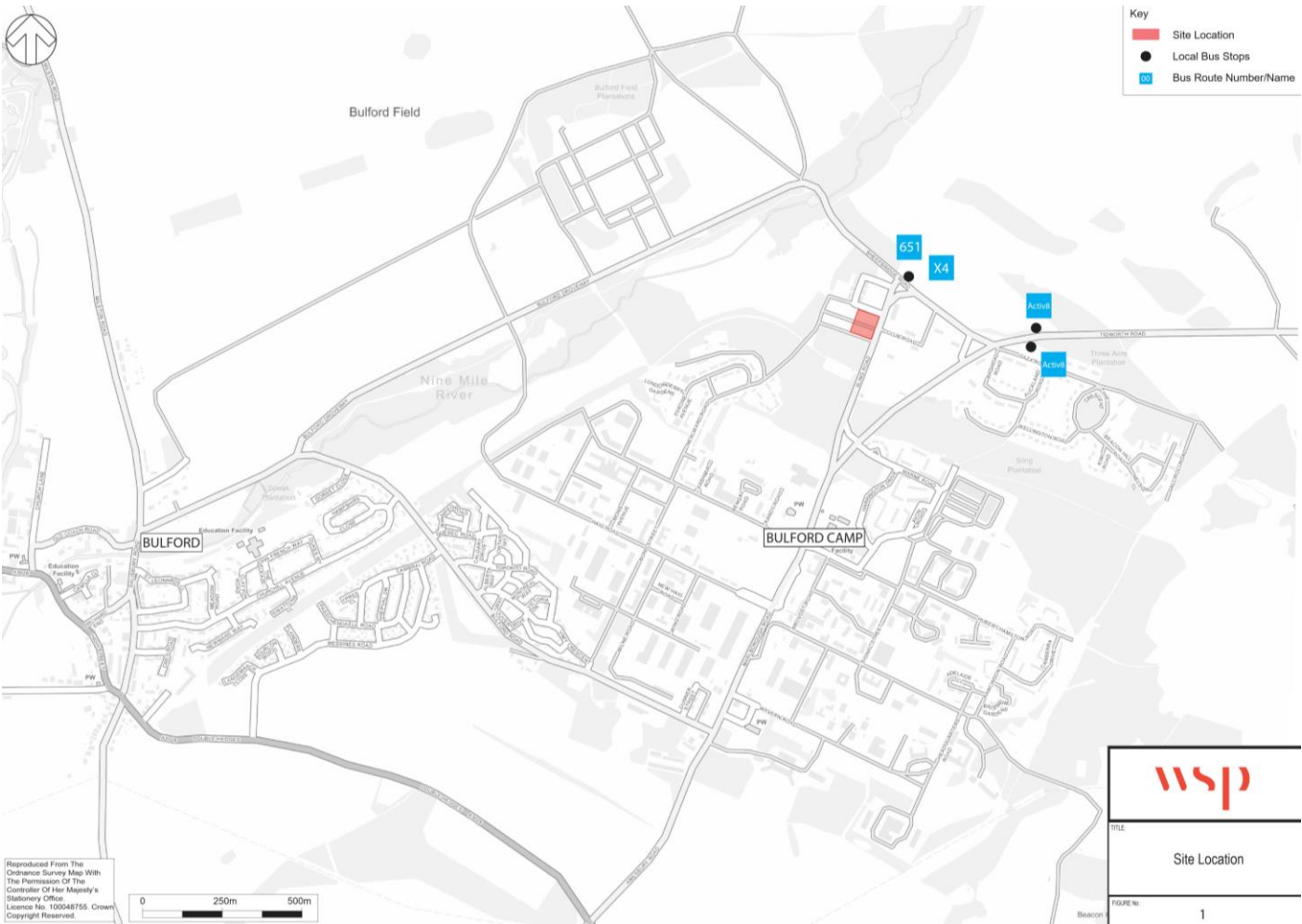
WSP have been appointed to provide highways and transportation advice in support of the proposed development of new military homes on the land at Sling Road, Bulford (hereafter referred to as ‘the site’ or ‘proposed development’). The proposals include the delivery of 8 new Service Family Accommodation (SFA) units, as part of the national strategy for the delivery of a new era of Service Family Accommodation.

The purpose of this Technical Note (TN) is to provide detail on the proposed development, including the site locality, the development proposals and site access strategy.

SITE LOCALITY

As illustrated in **Figure 1** below, the proposed development is situated within the north of the existing Bulford Camp, which forms part of the Ministry of Defence’s (MoD’s) wider Salisbury Plain Training Area (SPTA).

Figure 1 - Site Location



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The site is bound by Sling Road to the east and a group of existing residential properties, accessible via Sling Road, to the north. Sling Road is subject to a 30mph speed limit and provides onwards access to Bulford Camp via Marlborough Road to the south and Tidworth Road and Sheepbridge Road to the north.

It should be noted that while there are no footways provided along Sheepbridge Road, a footway is provided along the southern carriageway of both Sling Road Tidworth Road. There are also no public footpaths provided within the vicinity of the Site.

As shown in **Figure 1** above, the proposed development is located within proximity to several bus stops, with the bus stop on Sheepbridge Road located approximately 120m to the north of the site, accessible within a 2-minute walk or 1-minute cycle (based on typical walking and cycling speeds of 4.8km/h and 15km/h). The bus stop is served by the 651 and X4 services, operated by Salsbury Reds.

Additional services can be accessed from the stops located approximately 400m to the south of the site, on Tidworth Road, accessible within a 5-minute walk or 2-minute cycle. These bus stops are served by Salsbury Reds' and Stagecoach South's Activ8 bus service, 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, to the south of the site. **Table 1** below presents a summary of the bus services available from the local bus stops.

Table 1 – Local Bus Services

SERVICE/ROUTE	TYPICAL FREQUENCY			EARLIEST/LATEST W/DAY DEPARTURE
	WEEKDAY	SATURDAY	SUNDAY	
Gaza Road				
Activ8 to Andover	every 20 mins	every 30 mins	every 30 mins	05:45/00:13
Activ8 to Salisbury	every 25 mins	every 30 mins	every 30 mins	05:32/23:48
Sling Cottages				
X4 to Salisbury	Once a day	No services	No services	07:50
651 to Salisbury	Once a day	No services	No services	15:06

As shown in **Figure 2** below, the main areas of Bulford Camp are located approximately 1200m to the south of the site, where a range of key everyday facilities can be found and accessed in under a 12-minute walk or 4-minute cycle.

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Figure 2 - Local Facilities



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DEVELOPMENT PROPOSALS

The proposed development aims to deliver a mix of SFA house types, supporting a diverse residential offer that meets the future needs of service families. The proposals would deliver a mix of units to showcase the new SFA house types, which the MoD intends to roll out across a large number of sites in the coming years. The mix is as follows:

- **Plot 1:** 4-bedroom detached house (corner turner)
- **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 a garage (FOG)
- **Plot 8:** 3-bedroom detached house (wide fronted)

The indicative layout can be seen in **Figure 3** below.

Figure 3 - Indicative Layout



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PROPOSED ACCESS

It is proposed that vehicular access to the proposed development will be provided via single point off access located along the site's eastern boundary on Sling Road. The access will take the form of a new priority-controlled T-junction.

The geometry of the junction has been designed in accordance with the Wiltshire Design Guide (WDG), The Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MFS). The proposed access carriageway width is 5m, in accordance with the MFS requirement that a carriageway should have a minimum width of 4.8m to accommodate cars and large vehicles (section 7.1). The minimum corner radii is 6m and has been delivered in accordance with paragraph 5.6.1 of DMRB CD 123 (geometric design of at-grade priority and signalised junctions) which states that '*at simple priority junctions where no provision is to be made for the design vehicle, the minimum corner radii should be 6 metres in urban areas*'.

The proposed access drawing shows a pedestrian footway running along the eastern side of the site on Sling Road that connects into the existing footway to the south. Given that the site is classed as a low traffic area, it is envisaged that pedestrians would be able to walk on the wide grass verges adjacent to Sling Road until they reach the footway provided along the southern section of Sling Road and the proposed footway on the eastern side of the site.

The proposed access is shown in full in **Appendix A – 3630-SK-001**.

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CAR AND CYCLE PARKING PROVISION

The provision of cars and cycle parking across the site will be provided in line with the standards set by Wiltshire County Council (WCC) in the 'Car Parking Strategy 2011-2026 (2011)', which forms part of WCC's previous 'Local Transport Plan 3'.

The minimum parking standards applicable to the development are summarised in **Table 2** below.

Table 2 - Minimum Residential Parking Standards

BEDROOMS	MINIMUM SPACES
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

'WCC Local Transport Plan 2011-2026 – Car Parking Strategy' states that for residential parking 'Garages will only count as part of the allocated parking provision if they meet the minimum internal size requirements of 6m x 3m. This is to ensure that there is sufficient room for an average sized family car, a cycle and some storage provision.' WCC also state in the car parking guidelines that car parking spaces should be constructed to a minimum of 2.4m x 5m with a minimum aisle width of 6m.

'WCC Local Transport Plan – Cycling Parking Strategy 2011-2026 (2011)' states that 'Residential cycle parking should be in an internal area or within a covered, lockable enclosure i.e. a garage, shed or locker. Access to the highway must be convenient. Where cycle parking is provided in a garage, this is additional to space for car parking.'

The masterplan has been reviewed in accordance with the WDS and MFS. It is shown in **Appendix B – 3630-SK-003**. The garages on the masterplan meet the Wiltshire Design guide with the internal size requirements of 6m x 3m, the parking spaces on the masterplan meet the Wiltshire car parking guidelines with the parking spaces being 2.5m x 5m.

In line with the requirements outlined above in **Table 2, Table 3** below shows the required spaces each plot needs to comply with WCC guidance alongside the provisional spaces provided on the masterplan.

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Table 3 – Car Parking Provision

PLOT	REQUIRED SPACES	PROVISIONAL SPACES
Plot 1 - 4-bedroom detached house (corner turner)	3 spaces	4 spaces
Plot 2: 4-bedroom detached house	3 spaces	3 spaces
Plot 3: 3-bedroom semi-detached house	2 spaces	2 spaces
Plot 4: 2-bedroom semi-detached house	2 spaces	2 spaces
Plot 5: 3-bedroom semi-detached house over 2.5 storeys	2 spaces	2 spaces
Plot 6: 3-bedroom semi-detached house over 2.5 storeys	2 spaces	2 spaces
Plot 7: 2-bedroom flat over garage (FOG)	2 spaces	2 spaces
Plot 8: 3-bedroom detached house (wide fronted)	2 spaces	2 spaces

In addition to **Table 3** above, there are four visitor parking spaces which complies with the 'WCC Local Transport Plan 2011-2026 – Car Parking Strategy'.

It can be seen from **Table 3** above, that the quantum and layout of car parking provision has been developed in accordance with WCC's standards.

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SUMMARY

WSP have been appointed to provide highways and transportation advice in support of the proposed development of new military homes on the land at Sling Road, Burford.

The proposed development consists of 8 new SFA units, consisting of a mix of housing types to support a diverse residential offer that meets the future needs of service families. The proposals would deliver a mix of units to showcase which the MoD intends to roll out across a large number of sites in the coming years.

The proposed development is located within the north of the existing Bulford Camp and is located adjacent to Sling Road. Vehicular access to the site will be provided via Sling Road through the delivery of a new priority-controlled T-junction.

The site is located in good proximity to the existing bus network, with several bus services serving the area, providing onwards connections to key destinations such as Andover and Salisbury. There is also a range of key everyday facilities within a 15-minute walk or 5-minute cycle from the site.