

Application Number:	PL/2026/02479
Location:	Beechley Dene, Fountain Way, Salisbury, SP2 7FD
Proposal:	Proposed construction of single storey extensions to the Ashdown Unit and Beechlydene Ward and associated external works including hard and soft landscaping.

[SP2 7FD - Google Maps](#)

[Fountain Wy. - Google Maps](#)

Introduction and Proposal

I refer to the above planning application relating to the proposed construction of single storey extensions to the Ashdown Unit and Beechlydene Ward, within the Fountain Way Hospital site, to provide Extra Care facilities through the provision of specialised rooms or spaces away from the main ward.

It is understood that the Beechlydene Ward is a 21-bed mental health ward and the Ashdown Unit is a 6-bed Psychiatric Intensive Care Unit (PICU).

The proposed extensions would create three additional bedrooms with associated living/clinical space, but one existing male bedroom would be lost in Beechlydene Ward to accommodate one of the new Extra Care bedrooms.

The other two new Extra Care bedrooms would be provided as an extension to the Ashdown Unit in the northwestern corner of the site, together with the reconfiguration of an existing seclusion and withdrawal room to a treatment room.

The Planning, Design and Access Statement advises that the proposals would not result in a change in service user or staff numbers, and therefore there are no changes in the demand for cycle and car parking.

It is therefore considered that the proposal would have no adverse impact on access and parking for the established use of the site.

Sustainability

The site is in a sustainable location with good pedestrian access to a range of services and public transport options.

The site is therefore considered to comply with transport sustainability policies.

Access and Parking

The site is situated off Fountain Way, which is a private road served off the A36, Wilton Road, to the north.

There are no changes proposed to the means of vehicular accesses to the site or the existing car parking facilities.

The extension to the Ashdown Unit includes alterations to the footway access leading into the car park and includes a new walled boundary and landscaping. However, this does not adversely affect the pedestrian access or the safe use of the adjoining vehicular access to

the car park. It is, however, noted that there are no dropped kerbs on the northwestern side of the car park access road to aid pedestrian crossing movements, and there are no details of the kerbing provision for the amended footway arrangement proposed for the northwestern corner of the site. While the roads and footways surrounding the site are not part of the adopted public highway, the applicant should provide for appropriate provision for pedestrian crossing points either side of the car park access road, within the land in their control as indicated on the Site Location Plan as blue land.

Summary and Recommendations

The proposal relates to the construction of single storey extensions to the existing mental health facility at Fountain Way Hospital to provide additional Extra Care accommodation, comprising three bedrooms with associated living/clinical space.

The development would not result in an increase in staff or service users and would not give rise to any additional demand for vehicle or cycle parking. No alterations are proposed to the existing vehicular access arrangements, and the internal layout changes do not materially affect the operation or safety of the local highway network. As such, the proposal is not considered to have an adverse impact on highway safety or capacity.

Fountain Way and the internal access roads serving the site are not highway maintainable at public expense. The proposed works, including the amended pedestrian layout in the northwestern corner of the site, are contained within private land and would not affect the public highway. Accordingly, there is no basis for the Local Highway Authority to require off-site highway works or impose conditions relating to highway land.

While it is noted that formal dropped kerb crossing points are not currently provided on either side of the car park access road, and their provision would improve pedestrian accessibility and connectivity within the site, this is not considered necessary to make the development acceptable in planning terms. As such, the imposition of a planning condition would not meet the relevant policy tests, particularly in respect of necessity and enforceability.

Therefore, no highway objection is raised to the proposed development.

Informative

The applicant is advised that consideration should be given to the provision of dropped kerb pedestrian crossing points on the northwestern and southeastern sides of the car park access road, in order to improve accessibility and facilitate pedestrian movements within the site.

Amanda Hall
Highways Development Management Engineer