

Salisbury District Hospital Western Car Park

Planning Statement

Salisbury NHS Foundation Trust and Salutem Developments Ltd

17 August 2026

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1.0 Introduction

- 1.1 Salisbury NHS Foundation Trust (SFT) recently submitted a planning application for the development of a new Diagnostic and Surgical Hub (DASH) on the site of the existing helicopter landing pad and parts of Car Parks 8, 9 and 10 and Salisbury District Hospital (SDH). This application was registered on 6 August 2026 (LPA Ref: PL/2026/04559).
- 1.2 The DASH application site extends to 1.09ha and would result in the loss of 223 existing spaces from Car Parks 8, 9 and 10. This loss would be partially mitigated through the provision of 59 additional spaces to the south of the DASH building in an extension to Car Park 10. The implication of this would be that the proposal would result in a net reduction in 164 on-site car parking spaces.
- 1.3 The Planning Statement that formed part of the planning application for the DASH stated that consideration was being given to the ways in which the loss of car parking provision might be mitigated. This review has resulted in the following measures being brought forward:
- 1 Agreement with Wiltshire Council that SFT would utilise an additional 120 car parking spaces at the Britford Park and Ride site, thereby increasing its total allocation to 320 spaces; and,
 - 2 Delivery of the Western Car Park on the site of existing Car Park 13 at SDH South. This is the subject of the planning application to which this Planning Statement relates.
- 1.4 These are in addition to SFT's wider parking management strategy which includes measures such as parking permit controls, promotion of the Park and Ride shuttle service, car sharing initiatives and travel demand management to ensure parking demand continues to be effectively managed whilst continuing to promote sustainable modes of travel.
- 1.5 Reference was also made in the DASH Planning Statement to a separate planning application relating to proposed changes to the layout of Car Parks 8 and 9. Having undertaken a further review of the proposed arrangements, SFT has concluded that the changes that would be required in response to the loss of current entrance to Car Park 9 can be achieved within the context of Permitted Development rights. For this reason, a separate planning application for the proposed changes to Car Parks 8 and 9 will not be submitted.

Proposed development

- 1.6 The proposed description of the development to which this Planning Statement relates is as follows:
- “Demolition of four buildings (15, 16, 17 and 22) at Salisbury District Hospital and creation of replacement car parking provision together with siting of new bus stop and shelter.”*
- 1.7 The site of the proposed development is currently used for staff car parking and provides 114 spaces. It is proposed that the quantum of parking will be increased to 214 spaces (an increase of 100 spaces). This represents a critical element of the access strategy for DASH and, together with the proposed increase in the number of car parking spaces available to

SFT staff at the Britford Park and Ride site, will result in a net increase of 56 staff parking spaces following the delivery of the new DASH.

Table 1.1 Proposed change to car parking provision

Type	Location	Existing Spaces	Changes associated with DASH	Future spaces	Difference
Staff	Car Park 9	766	-202	564	-202
	Car Park 10	303	-20 DASH site +59 additional spaces north of DASH	342	+39
	Western Car Park	114	+100	214	+100
	Britford P&R	200	+120	320	+120
	Total	1,383	-222 +279	1,440	+57
Patient / visitor	Car Park 8	292	-1	291	-1
	Car Park 8 disabled spaces	17	-	17	-
	Total	309	-1	308	-1
Total		1,692	-223 +279	1,748	+56

Source: SLR

- 1.8 The current planning application also includes a proposed new bus stop on Victoria Drive East, adjacent to Car Park 7. This will provide substantially improved access to the DASH by bus. The hospital is currently served by three bus stops, together with an additional two bus stops on Odstock Road, close to the hospital entrance:
- 1 The Green, opposite the Fitness Centre, approximately 320 metres north-west of the DASH site;
 - 2 Springs Entrance for access to Level 2 of SDH North, approximately 300 metres south of the DASH site; and,
 - 3 Main Entrance for access to Levels 3 and 4 of SDH North.
- 1.9 The new bus stop will be served by the existing Red 1 service at a frequency of four buses per hour. Salisbury Red has confirmed that it raised no objection in principle to the proposed bus stop. This enhancement significantly improves the accessibility of the site, increasing the BREEAM Accessibility Index score of DASH from 3.37 to 5.66.
- 1.10 The proposed development represents a critical component of the transport strategy for the DASH scheme. It should therefore be viewed in the context of the role of DASH as a significant investment in the future of SDH and its role in the delivery of healthcare across Wiltshire and surrounding Counties. The proposal will replace ageing facilities that have exceeded their operational lifespan with modern, purpose-built facilities capable of meeting current NHS standards and supporting future healthcare demands.
- 1.11 The ease of access to DASH for patients and staff will play a role in its success, whilst the provision of sufficient secure on-site car parking will be important in the operational

efficiency of SDH and, in the longer term, the HEAT project. The current application should be viewed in this context as an essential component of SFT's estate management strategy.

Planning application

1.12 This application is accompanied by the following:

- 1 A completed application form
- 2 A completed Community Infrastructure Levy (CIL) form
- 3 This planning statement
- 4 Site location plan
- 5 Existing site plan
- 6 Proposed site plan
- 7 Proposed designs prepared by Kendall Kingscott:
 - a Site sections (Technical Note)
 - b Existing Elevations "Street Corridor" building
 - c Proposed Elevations "Street Corridor" building
- 8 Heritage statement
- 9 Letter from Stephenson Halliday in respect of the potential landscape impact
- 10 Arboriculture report
- 11 Ecological appraisal
- 12 Biodiveristy Net Gain Strategy
- 13 Statutory Biodiversity Metric
- 14 Habitat Conditions Assessment
- 15 Sustainable drainage strategy
- 16 Transport assessment
- 17 Travel framework plan
- 18 External lighting plan
- 19 Details of lighting columns

1.13 A Design and Access Statement is required for the following types of major development:

- a The provision of 10 dwellings or more;
- b A site area of over 0.5 hectare and the number of dwellings is not known; and,
- c A floorspace of over 1,000sqm or a site area of one hectare.

1.14 Criteria a and b do not apply to the proposed development, and the site area falls below the threshold set out in criterion c. As such, given the scale and nature of proposed development, a Design and Access Statement is not required.

- 1.15 The application has been submitted via the Planning Portal (ref. PP-15150477). The application fee of £400, based upon the category of “*other operations (construction of car parks, service roads and other means of access where the development is required for a purpose incidental to the existing use of the land*” and a site area of 0.55 ha, will be paid by SFT via the Planning Portal.

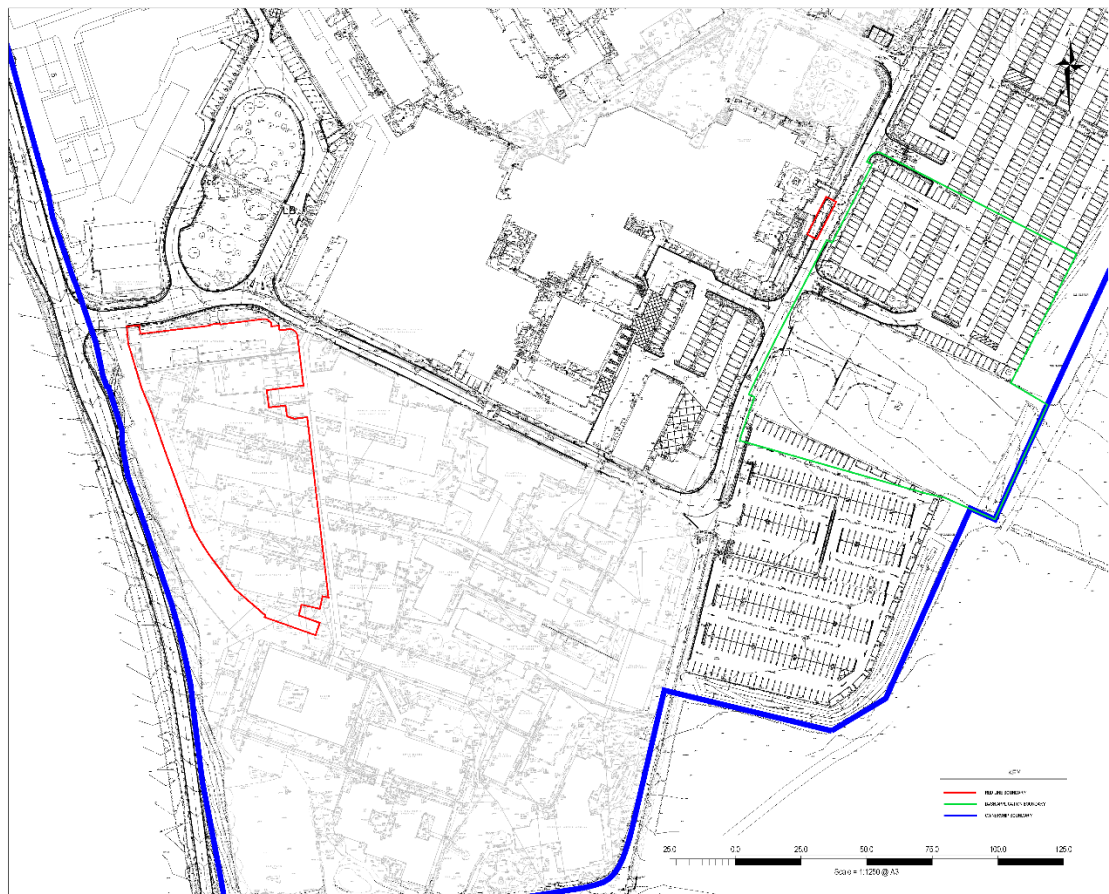
Structure

- 1.16 The remainder of this report is structured as follows:
- **Section 2** provides an overview of the application site and context;
 - **Section 3** sets out and considers the relevant national and local planning context;
 - **Section 4** identifies the key matters relevant to the determination of the planning application for the proposed Western Car Park;
 - **Section 5** considers the planning balance and provides a summary and conclusions.

2.0 The application site and context

- 2.1 The application site extends to approximately 0.55 ha and is located within the operational grounds of SDH in an area known as SDH South which is located to the south-west of the main hospital complex. It is accessed from Victoria Drive East and bordered by:
- 1 Odstock Road to the west, beyond which is an area of open agricultural land;
 - 2 Victoria Drive East to the north, beyond which are other parts of the hospital (SDH Central); and,
 - 3 The wider hospital estate extending to the east and south.
- 2.2 The site comprises four buildings (15, 16, 17 and 22), surrounding sealed and unsealed surfaces, trees, grassland and scrub vegetation. The bus stop site is comprised of grassland vegetation with an adjacent hedgerow.
- 2.3 The location of the site within the wider hospital campus is illustrated in Figure 2.1 below.

Figure 2.1 Site Location Plan

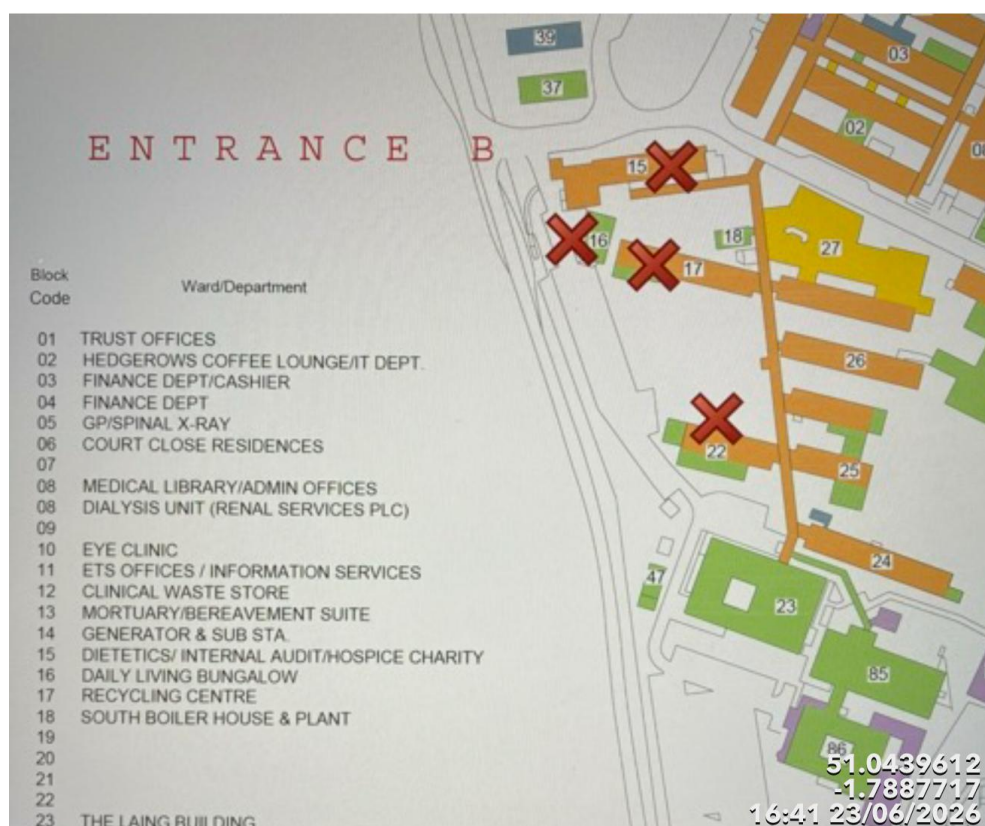


Source: Curtins (drawing ref.: 89865-CUR-00-XX-DR-TP-06001 (Rev P02))

Existing use and buildings

- 2.4 The application site is currently used as part of the operational SDH estate. The site currently provides 114 staff car parking spaces, together with the four buildings proposed for demolition and associated access, hardstanding and landscaping.
- 2.5 The four buildings proposed for demolition are identified as Buildings 15, 16, 17 and 22. These are connected to, or otherwise closely related to, the existing hospital circulation and access arrangements, with buildings 15, 17 and 22 being directly connected to the main hospital corridor, as illustrated in Figure 2.2.

Figure 2.2 Site Plan – Buildings to be demolished marked by red X



Source: SDH

- 2.6 The four buildings are amongst the oldest buildings within the SDH estate, and their proposed demolition is consistent with the Trust's wider estate strategy, which seeks to replace ageing building stock with modern, fit-for-purpose healthcare accommodation. The proposed removal of the buildings also forms part of the planned reconfiguration of the wider SDH South area of the hospital estate.
- 2.7 The buildings proposed for demolition are identified within the short to medium-term strategy for SDH South and earmarked for demolition between 2025 and 2032. This proposal reflects their age, condition and lack of suitability for continued use. The buildings were assessed as Condition D, meaning that they are not in an acceptable condition for their existing use.

- 2.8 None of the four buildings are listed; they have been identified as having varying degrees of architectural and historic significance.
- 2.9 Further consideration of their architectural and historic interest, condition and the implication of their demolition is provided in the accompanying Heritage Statement and set out in Section 4 of this Planning Statement.
- 2.10 The Heritage Statement identifies a number of features associated with the existing buildings, including areas of historic engraved graffiti to the brickwork of the gatehouse element of Building 15. Some of these inscriptions are understood to date from the Second World War.

Building 15: Dietetics/internal audit/ hospice charity

- 2.11 Building 15 is located towards the northern part of the application site, adjacent to Victoria Drive East. It comprises a single-storey, red brick, flat roofed building with a number of different elements and elevations. The building also has a central tower block that extends above it. The building includes the entrance to the Culture Club, together with a brick gatehouse/sentry element.
- 2.12 The north-east corner of the building retains some WWII and later graffiti including women's and American place names.
- 2.13 Photographic records identify a number of areas of alteration and deterioration, including evidence of propping beneath a damaged concrete beam where reinforcement is exposed.
- 2.14 The building is still partly in use as hospice offices, and the interior is in poor condition. There is no running water available, the roof leaks in multiple places and several of the rooms previously used for storage have been sealed off due to dangerously mouldy conditions.

Figure 2.3 Building 15 (central tower block shown to the left and the access road to the existing car park shown to the right of the photo)



Source: Turner and Townsend

Building 16: Daily Living Bungalow

- 2.15 Building 16 is identified as the Daily Living Bungalow and is located towards the western part of the application site. It is a single-storey, red brick building with pitched roofs and front/western and rear/eastern elevations. Building 16 is connected to Building 17 by a link.
- 2.16 The interior of the building is in poor condition – the ceilings have been removed to expose the roof beams, the flooring has been stripped back to the hardboard, and electric wires are visible throughout. The rooms are partly used for material storage

Figure 2.4 Building 16 exterior



Source: Turner and Townsend

Building 17: Recycling centre

- 2.17 Building 17 is located adjacent to Building 16 and is connected to the wider hospital circulation network via a link to the hospital corridor. It is a single-storey, red brick building with a flat roof that steps down towards the east end. There is a utility block on the roof towards the east end of the building.
- 2.18 The building is partly used as a volunteer-led recycling centre.

Figure 2.5 Building 17 exterior



Source: Turner and Townsend

Building 22

- 2.19 Building 22 is located towards the southern part of the application site and is also connected to the hospital corridor at its eastern end. The building is red brick with a flat roof and comprises a single-storey form with elevations facing the surrounding hospital estate and areas of existing car parking.
- 2.20 The building is now partly in use as a carpenter's workshop and storage. Many of the smaller rooms have been closed off.

Figure 2.6 Building 22 exterior



Source: Turner and Townsend

Existing car parking and access

- 2.21 The application site currently provides 114 staff car parking spaces. The parking areas are arranged around the existing hospital buildings and form part of the wider network of staff parking provision across the SDH campus.
- 2.22 Vehicular access to the site is provided via Victoria Drive East, located north of the site, which forms part of the wider internal road network serving the hospital campus. The existing access point is taken from the north west of the site. Access arrangements provide connections between the staff car park, the surrounding hospital buildings and the wider hospital estate.
- 2.23 The site also contains areas of hardstanding associated with the existing buildings and car parking. Pedestrian connections are provided between the parking areas and the adjacent hospital buildings.

Character of the area

- 2.24 The character of the immediate area is defined by the established hospital use and its associated infrastructure. The wider SDH campus comprises a mixture of buildings of different ages, scales and architectural styles, interspersed with surface car parks, internal roads, pedestrian routes and areas of landscaping.

2.25 The application site is therefore read in context of the established hospital environment rather than as an isolated parcel of land. The existing buildings, hardstanding, parking areas and internal access routes are characteristic of the operational nature of the hospital campus, albeit of poor quality.

2.26 To the west, Odstock Road forms a strong physical boundary between the hospital estate and the adjoining agricultural land. Existing trees, hedgerow and other vegetation along this boundary provide a degree of visual separation between the hospital and the open land beyond.

Planting and vegetation

2.27 The site is not subject to any statutory nature conservation designations. The site is not located within a Conservation Area and there are no Tree Preservation Orders affecting the trees on site.

2.28 The site contains a number of established trees and areas of vegetation, principally associated with the boundaries of the site and areas between the existing buildings and car parking. An Arboricultural Report undertaken in accordance with BS5837:2012 accompanies this application and identified eight trees that could potentially be affected by the proposals:

- 1 Six individual trees are located within the car park site; while,
- 2 Two trees are located on the site boundary (outside of the red line area but with the potential to be affected by the proposals)

2.29 All surveyed trees were assessed as being in good condition. Smaller ornamental hedges and areas of vegetation are also present on site and are considered to be of low arboricultural value.

2.30 A native hedgerow is present on the boundary of the bus stop site.

2.31 The existing vegetation along the western boundary, particularly adjacent to Odstock Road, contributes to the visual separation of the hospital estate from the adjoining agricultural land.

Pre-application advice (April 2026)

2.32 A formal request for pre-application advice in respect of the DASH proposal was submitted to Wiltshire Council on 17 April 2026. This was subsequently amended to incorporate the Western Car Park proposals. The purpose of the pre-application process was to engage with the Council and key consultees at an early stage to identify any significant planning or technical matters and to inform the evolution of the proposals prior to the submission of this planning application.

2.33 As part of the pre-application process, consultation was undertaken with a number of statutory and specialist consultees. Written responses were received from the following:

- 1 County Archaeologist;
- 2 Drainage Engineer;
- 3 Arboriculturist;

- 4 Public Protection Service;
- 5 Public Rights of Way Officer;
- 6 Conservation Officer; and,
- 7 Landscape Officer.

2.34 Formal pre-application advice has not yet been received from the Local Planning Authority, although the Case Officer did provide an interim statement on 30 June 2026 in relation to the DASH proposal. This confirmed that:

“No objections have been received from the consultees, who have raised the relevant issues for the proposal and provided advice to inform the scheme’s development to full application stage.

“All the comments have been provided to you and I would draw your attention to the detailed advice provided.

“Therefore, at this stage and subject to the matters raised by consultees being appropriately addressed in any forthcoming full application, I can confirm on a without prejudice basis that the development is likely to be supported in principle at officer level.”

2.35 The comments that have been raised by consultees have been carefully considered by the applicant and project team and has informed the final form of the proposed development. The submitted application seeks to respond positively to the advice provided, demonstrating how the key planning, design and technical matters identified during the pre-application process have been addressed.

3.0 **Planning Policy Framework**

- 3.1 This section summarises relevant policy at the local and national levels. In so doing, it highlights a very close strategic fit between the proposed development and all levels of relevant policy.

Statutory Development Plan

- 3.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of a planning application should be made in accordance with the development plan unless material considerations indicate otherwise.
- 3.3 The development plan for the proposal site comprises the Wiltshire Core Strategy.

Wiltshire Core Strategy (January 2015)

- 3.4 The Wiltshire Core Strategy was adopted in January 2015 and establishes the land use and planning framework for the local authority for the period between 2006 and 2026. Despite now being time-expired, it remains the statutory development plan for the purposes Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 3.5 Relevant Planning Policies:
- Core Policy 50 Biodiversity and Geodiversity;
 - Core Policy 51 Landscape;
 - Core Policy 52: Green Infrastructure;
 - Core Policy 57 Ensuring High Quality Design and Place Shaping;
 - Core Policy 58 Ensuring the Conservation of the Historic Environment;
 - Core Policy 60: Sustainable transport;
 - Core Policy 61 Transport and New Development;
 - Core Policy 62: Development impacts on the transport network; and,

Emerging Wiltshire Local Plan

- 3.6 Wiltshire Council submitted the draft Wiltshire Local Plan for examination in November 2024. The site was included within the area covered by draft allocation under Policy 35. Stage 2 Hearing Sessions commenced in November 2025; however, during the examination the Inspectors raised significant concerns regarding the soundness of the Plan and advised the Council to consider withdrawing or risk it being formally found unsound.
- 3.7 At its meeting on 19 May 2026, Full Council resolved to withdraw the Wiltshire Local Plan from examination. Consequently, the draft allocations, including the proposed allocation under Policy 35, no longer carry weight as emerging policy.
- 3.8 The Council has since agreed a timetable for the preparation of a new Wiltshire Local Plan, which will replace the withdrawn Plan and establish a revised planning policy framework for the authority. The initial call for sites consultation commenced on 9 July and will continue until 30 September 2026.

Material Considerations

National Planning Policy Framework (NPPF)

- 3.9 The NPPF (December 2024) sets out the Government’s planning policies for England, which underpin both plan-making and decision-taking.
- 3.10 Chapter 2, “*Achieving sustainable development*”, places an emphasis on the importance of promoting sustainable development. To achieve sustainable development, paragraph 8 states that the planning system has three overarching objectives which need to be pursued, including:
- “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;*
- “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 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*
- “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.”*
- 3.11 The NPPF requires planning decisions to promote an effective use of land and to make as much use of previously developed land as possible. Paragraph 128 requires local planning authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.
- 3.12 Chapter 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 recognises that transport considerations, including parking, should be integral to the design of development proposals and should contribute to the creation of high quality places.
- 3.13 In considering development proposals, paragraph 115 requires consideration to be given to the prioritisation of sustainable transport modes, the provision of safe and suitable access to the site for all users, the design of parking areas and the potential impact of development on the transport network and highway safety.
- 3.14 Paragraph 116 establishes that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe.
- 3.15 Paragraph 117 further requires development proposals to prioritise pedestrian and cycle movements, facilitate access to public transport and address the needs of people with disabilities and reduced mobility. It also requires development to be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 3.16 Chapter 15 of the NPPF relates to conserving and enhancing the natural environment. Paragraph 187 requires planning decisions to contribute to and enhance the natural environment, including protecting and enhancing sites of biodiversity value and minimising impacts on and providing net gains for biodiversity. Paragraph 193 sets out that significant harm to biodiversity should be avoided, adequately mitigated or compensated for.
- 3.17 Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 207 requires applicants to describe the significance of heritage assets affected by a proposal, with the level of detail proportionate to their importance and sufficient to understand the potential impact of development. In relation to non-designated heritage assets, paragraph 216 requires the effect of the proposal on their significance to be taken into account, with a balanced judgment made having regard to the scale of any harm or loss and the significance of the asset. Paragraph 218 further requires appropriate recording of heritage assets to be lost, in a manner proportionate to their importance and the impact of their loss.

4.0 **Policy Evaluation and Compliance**

4.1 This section provides an overview of the key issues we consider to be most relevant to the determination of this planning application. The purpose of this is to demonstrate how the proposed development will support the transport strategy for DASH in a manner that is sensitive to the surrounding area. By referring in each section to the applicable development plan policies, it also underlines the extent to which the proposed development achieves a clear compliance with the Core Strategy. Further consideration of the planning balance is set out in Section 5.

4.2 Approximately 26 people currently work within the buildings that are proposed for demolition. No jobs would be lost as a result of the proposed development, with all affected staff and services to be relocated to alternative accommodation elsewhere within the SDH site.

Transport and car parking

4.3 The key policies in the adopted Wiltshire Core Strategy (January 2015) that relate to transport matters and that are relevant to this application include:

- 1 Policy 60: Sustainable transport states that the Council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.
- 2 Policy 61: Transport and new development require new development to be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.
- 3 Policy 62: Development impacts on the transport network requires new development to provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

4.4 The works that are proposed by this planning application are themselves compliant with these policies and also support the compliance of the DASH proposal with these policies. Of particular note:

- 1 The availability of existing car parking on the SDH site underlines the accessibility of the site and that of the proposed DASH facility (CP60).
- 2 The ability to maintain and improve the efficiency of the operation of car parks within the hospital site will represent an important demand measurement measure (CP60).
- 3 The provision of a new bus stop which is to be served by an extension to existing services will ensure that sustainable transport alternatives to the use of the private car can be achieved and that these can be utilised by all future users of DASH (and SDH), including those that may not be able to walk from the existing bus stops on the site (CP60 and CP61).
- 4 The provision of additional car parking provision in this location will be important in mitigating any adverse impacts arising from the loss of spaces as a result of the DASH development (CP62).

- 4.5 The proposals also align with Chapter 9 of the NPPF, which seeks to promote sustainable transport, provide genuine travel choice and ensure that developments only give rise to acceptable impacts on highway safety and network capacity. Critically, we note that Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe. The accompanying TA is clear that this would not be the case, such that there would be not highway grounds to support the withholding of planning permission.

Heritage

- 4.6 This application is accompanied by a Heritage Statement prepared by Wessex Archaeology. The assessment identifies no designated heritage assets within the application site and no overriding heritage constraints that would prohibit the proposed development.
- 4.7 The Heritage Statement concludes that as site has been subject to substantial previous development, including terracing and the construction of the existing hospital buildings, roads and car parking areas, such that the preservation of any surviving archaeological remains is likely to be poor to moderate.
- 4.8 The principal heritage consideration arises from the demolition of Buildings 15, 16, 17 and 22, three of which originated as part of the former Second World War emergency hospital.
- 4.9 The Heritage Statement assesses the significance of the four buildings proposed for demolition.
- 1 Building 15 is considered to be a non-designated heritage asset of local interest and is assessed as having high significance. This is largely due to its historic interest and its contribution to the value of the surviving former hospital buildings, together with its architectural interest as a relatively prominent building at the former Hospital Entrance B. The building also contains areas of engraved graffiti, including inscriptions understood to date from the Second World War.
 - 2 Buildings 17 and 22 also originated as part of the Second World War hospital and retain an element of historic interest. However, subsequent extensions, alterations and the replacement of original features have reduced their significance. Both are assessed as being of moderate-low significance.
 - 3 Building 16 forms part of later twentieth-century development within the hospital estate and is assessed as having negligible heritage significance.
- 4.10 The Heritage Statement also notes that the buildings have remained in use beyond their original intended lifespan and have become increasingly obsolete. The buildings are largely disused or only partly used and are in poor condition, both internally and externally. The existing buildings are not considered to be well suited to modern operational requirements, and, without intervention, their condition is likely to continue to deteriorate. This is reflected in SFT's Estate Strategy which seeks to replace the ageing building stock and specifically refers to the buildings that are proposed for demolition as part of the current proposals, identifying a short to medium term objective to remove them (i.e. between 2025 and 2032).

- 4.11 Paragraph 216 of the NPPF requires the effect of a proposal on the significance of a non-designated heritage asset to be taken into account in determining an application. Where a proposal affects such an asset, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the asset. Therefore, any harm identified must be considered in the context of the significance of the asset and the public benefits delivered by the proposed development.
- 4.12 The harm associated with the loss of Building 15 should therefore be weighed against the public benefits of the proposal, as per NPPF paragraph 216. Such benefits would include:
- 1 Demolition of the existing buildings would enable the delivery of replacement staff car parking within the operational hospital estate;
 - 2 The proposal forms part of the wider strategy for maintaining the effective operation of Salisbury District Hospital following the delivery of the proposed Diagnostic and Surgical Hub (DASH);
 - 3 The development would support the wider delivery of modern diagnostic and surgical facilities intended to improve healthcare provision and support the future operation of the hospital; and,
 - 4 Demolition of these buildings represents part of the planned rationalisation and future renewal of the hospital estate, with the longer-term aspiration being to replace ageing wartime building stock with modern, fit-for-purpose healthcare accommodation.
- 4.13 The public benefits of the proposal therefore extend beyond the provision of additional parking in isolation and include its role in facilitating the wider healthcare investment and estate strategy.
- 4.14 The accompanying Heritage Statement recommends that a historic building recording survey is undertaken for Building 15 and that recording of Buildings 17 and 22 is also considered. SFT would be prepared to accept a suitably worded planning condition in respect of this.
- 4.15 Overall, the proposal has had regard to the significance of the affected heritage assets and is supported by a proportionate assessment of the likely effects. Whilst the demolition of Building 15 would result in the loss of a non-designated heritage asset, the scale of that harm, when balanced against the identified public benefits of the development and the role of the proposal in supporting the continued and future operation of SDH, does not amount to an unacceptable heritage impact. In any case, the proposed demolition is consistent with SFT's wider estate strategy, with these buildings having been identified as no longer fit for purpose and earmarked for demolition as part of the short to medium-term strategy for the SDH South estate, irrespective of this particular application.
- 4.16 Paragraph 6.135 of the Wiltshire Core Strategy forms part of the supporting text to Core Policy 58. It states that the policy seeks to ensure that *"important monuments, sites and landscapes and areas of historic and built heritage significance are protected and enhanced in order that they continue to make an important contribution to Wiltshire's environment and quality of life."* Given the current condition of the buildings that are proposed for demolition, there is no sense in which they make an important contribution to Wiltshire's quality of life. Indeed, given the close synergy between the current proposal and

that of the new DASH, it is evident that their demolition would be critical to the wellbeing and quality of life of those living in Salisbury and the wider area.

- 4.17 As such, the proposal would accord with Core Policy 58 of the Wiltshire Core Strategy. It would also satisfy Chapter 16 of the NPPF given that the benefits arising from the loss of the buildings would outweigh any value that might be achieved by their retention – a value that will inevitably decline given the deteriorating condition of the four buildings.

Ecology, arboriculture and BNG

- 4.18 A Preliminary Ecological Assessment (PEA) has been prepared by Enims and accompanies this application. The application is also accompanied by an Arboricultural Assessment and a Biodiveristy Net Gain Strategy.
- 4.19 The site is a developed part of the hospital estate, comprising four buildings, hardstanding and car parking, together with areas of grassland, scrub and trees. The PEA states that the proposed development would result in the loss of some grassland and scrub habitat but notes that none of the habitats to be lost are of high value.
- 4.20 The PEA concludes that, subject to the implementation of its recommended mitigation measures, the proposed development would not result in any unacceptable effects on protected or notable species. In particular, bat surveys found no evidence of roosting bats within the buildings proposed for demolition, although precautionary working measures are recommended in light of historic evidence of bat droppings found in 2022. This should include the provision of a bat box, pre-works checks, ecological supervision, soft demolition where necessary and timing of works to avoid the hibernation period of December to February inclusive. In the unlikely event that a bat is found, works should immediately stop and a licence sought from Natural England.
- 4.21 Appropriate measures are also identified in respect of nesting birds, retained habitats, invasive species and construction activities, including:
- 1 Scrub vegetation and demolition of B16 should take place outside the main bird nesting season to avoid potential impacts to nesting birds;
 - 2 Consideration should be given to the potential presence of hedgehog, fox and brown hare during site clearance work;
 - 3 Appropriate measures should be taken to prevent the spread of non-native invasive plant species present on site; and,
 - 4 New external lighting should be kept to a minimum and be bat sensitive.
- 4.22 An Arboricultural Report accompanies this application and confirms that the proposed development has sought to retain all existing trees where practicable, although the removal of two trees (To1 and To2) will be required to facilitate the current parking layout and associated surfacing. The Arboricultural Report considers that the removal of To1 and To2 is acceptable, given their relatively small size. Where trees are retained, appropriate measures are proposed to minimise the risk of damage.
- 4.23 The proposed bus shelter will require the removal of a section of existing hedging to facilitate construction. However, as the hedge is a small ornamental feature and

contains no trees, its removal is not considered to present an arboricultural concern or constraint to the proposed development.

- 4.24 The Arboricultural Report concludes that, provided the recommended protection measures and Arboricultural Method Statement are implemented in full, the development is not anticipated to result in any significant adverse impacts on the retained trees.
- 4.25 A Biodiversity Net Gain (BNG) Strategy has been prepared by Enims Ltd to accompany the application. The strategy has been prepared using the Defra Statutory Biodiversity Metric (Version 1.0.4) and demonstrates how the development will deliver measurable biodiversity enhancements in accordance with the statutory BNG requirements.
- 4.26 Current proposals indicate a loss of -0.27 (-15.34%) of 'area' habitats and no loss of 'hedgerow' habitat. In order to achieve 10% for the project, 0.44 'area' units and 0.01 'hedgerow' units are required. The unit deficit for 'area' habitat will be purchased from an off-site provider. Regarding the 'hedgerow' unit deficit, there is potential for off-site planting/gap infilling elsewhere within the hospital grounds to be explored. Should this approach not be suitable, the unit deficit will be purchased from an off-site provider.
- 4.27 Overall, the proposed development has been informed by appropriate ecological and arboricultural assessment and seeks to retain important site features, implement appropriate avoidance and mitigation measures, and deliver measurable biodiversity net gain. Subject to the implementation of the measures set out in the accompanying PEA and Arboricultural Report, the proposal would accord with Core Policies 50 and 51 of the Wiltshire Core Strategy and the relevant provisions of NPPF Chapter 15 relating to the conservation and enhancement of biodiversity and minimising impacts upon designated ecological assets. Critically, the proposed development will achieve the requisite 10% Biodiversity Net Gain.

Landscape impact and lighting

- 4.28 Core Policies 51 (Landscape), 52 (Green Infrastructure) and 57 (Ensuring High Quality Design and Place Shaping) of the Wiltshire Core Strategy requires development to protect, conserve and, where possible, enhance landscape character. Development should not have an unacceptable harmful impact upon landscape character, with any negative effects mitigated as far as possible through sensitive design and landscape measures.
- 4.29 The accompanying LVA letter from Stephenson Halliday concludes that the proposed development would sit wholly within a developed part of the hospital site. The existing buildings proposed for demolition make limited positive contribution to the surrounding landscape and are in a relatively poor state of repair. The replacement of these buildings with additional car parking would therefore result in a broadly neutral effect on the surrounding landscape.
- 4.30 The proposed landscaping has also been informed by the existing vegetation within and around the site, with the layout seeking to retain vegetation and provide additional planting wherever possible.
- 4.31 Existing trees, hedgerows and other vegetation along the western boundary of the site adjacent to Odstock Road already provide a degree of visual separation between the hospital site and the agricultural land beyond. The LVA letter confirms that the existing

roadside vegetation along Odstock Road would not be impacted by the proposed development and would be retained in full.

- 4.32 The LVA letter recommends that the existing vegetated buffer along Odstock Road is infilled to create a continuous hedgerow that will further aid with the integration of the proposed car parking area into the surrounding landscape and reinforce the existing vegetated boundary of the site and minimise opportunities for views in towards the car parking area once established.
- 4.33 The LVA letter from Stephenson Halliday therefore concludes that the proposed development would not result in an unacceptable harmful effect on landscape character. Whilst the appearance of the site would change, the development would remain contained within the established hospital campus. The proposed retention and reinforcement of boundary vegetation would further help mitigate views of the car park and maintain the visual separation between the hospital estate and the adjoining open land.
- 4.34 The LVA letter concludes that both landscape and visual effects resulting from the proposed development would be broadly neutral. As such, no notable adverse effects are anticipated, and it is not considered appropriate or necessary to carry out a landscape and visual assessment of the proposals in this instance.
- 4.35 The proposal therefore accords with the relevant landscape and design objectives of local and national policies.

Lighting

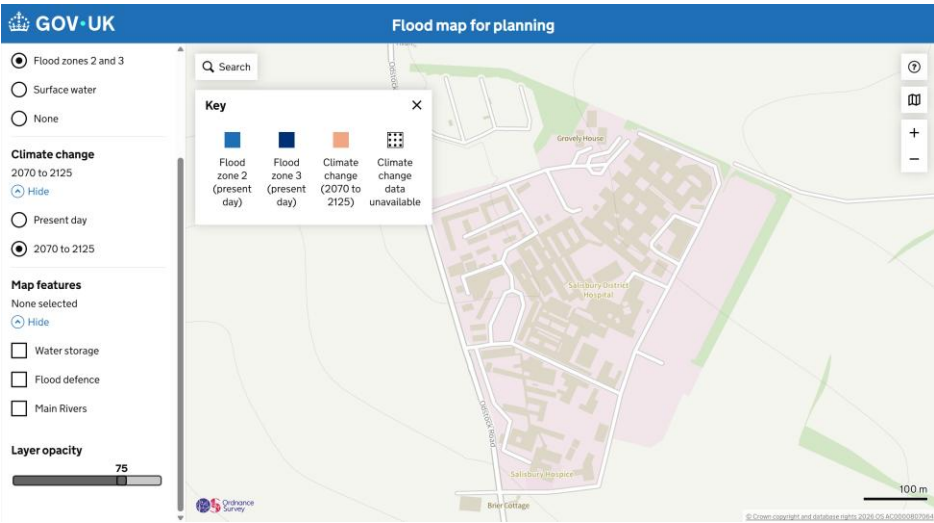
- 4.36 Additional lighting is proposed to provide safety, security and convenience for users of the car park. The lighting strategy has been designed having regard to the site's location on the western side of the hospital estate and the need to minimise unnecessary light spill towards the surrounding landscape and ecological features. Directional LED lighting is proposed, with the lighting design based on the requirements of a car park used by slow-moving traffic. The accompanying lighting layout prepared by Hulley and Kirkwood identifies that light spill would reduce to 0.5 lux within the boundary of the hospital site and utilises 'DarkSky Approved' luminaires.
- 4.37 The PEA recommends that external lighting is kept to a minimum and designed to be bat sensitive. The proposed lighting has therefore been designed to focus on areas where illumination is required for the safe operation of the car park, with the direction and design of fittings intended to minimise unnecessary spill beyond the site. The retention and potential opportunity for reinforcement of the vegetated boundary adjacent to Odstock Road would provide additional measures to help screen the development and filter potential effects of lighting towards the surrounding landscape, whilst also helping to maintain the ecological function of the site and limit potential effects of lighting on bats.
- 4.38 Overall, the landscape and lighting effects of the proposal are considered to be limited and appropriately mitigated. The development would make use of an existing developed part of the hospital estate, would retain and reinforce the site's established vegetated boundary, and would incorporate a lighting strategy designed to provide the necessary levels of illumination for users whilst minimising unnecessary light spill. The proposal is therefore considered to accord with Core Policy 51 of the Wiltshire Core Strategy and the relevant

objectives of the NPPF relating to the protection and enhancement of the natural environment and the achievement of well-designed development.

Drainage and flood risk

4.39 The site is identified by GOV.UK’s flood maps for planning as occupying an area with a low probability of flooding, specifically with less than a 1 in 1,000 (0.1%) annual probability of river, sea or groundwater flooding (defined as Flood Zone 1). As such, a FRA is not required as part of the planning application.

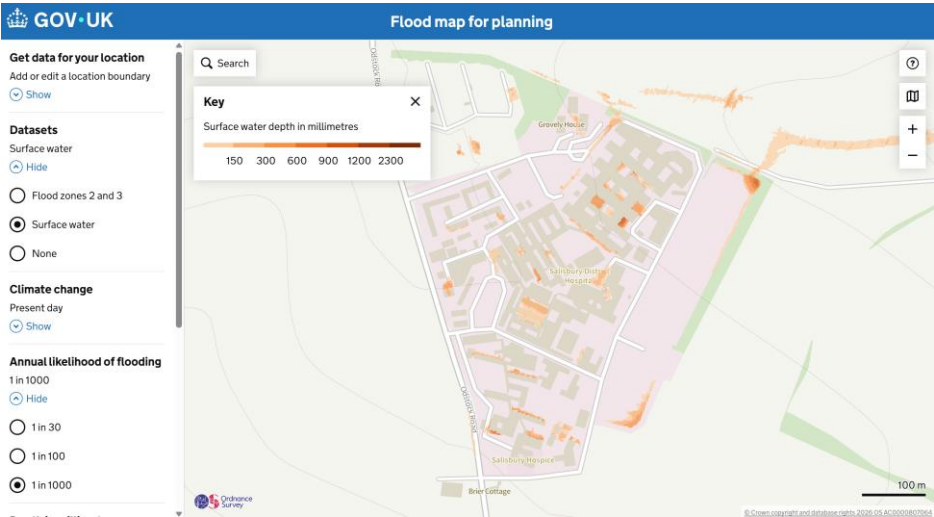
Figure 4.1 Flood map for planning: Flood zones 2 and 3



Source: Flood Map for Planning (gov.uk)

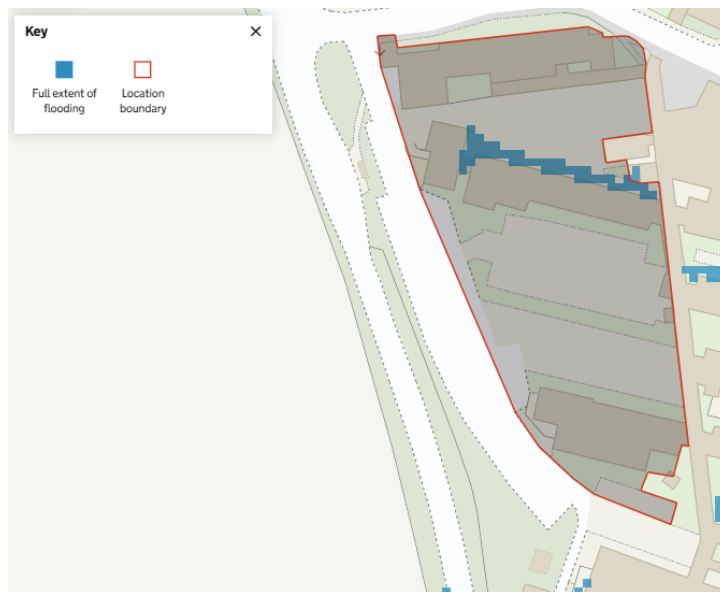
4.40 A small section of the site along the northern edge of Building 17 is potentially at risk of surface water flooding under a 1 in 1,000-year scenario. The accompanying Sustainable Drainage Strategy considers that the removal of this building and re-levelling, along with the installation of permeable surfacing in the area, should reduce flood risk post development.

Figure 4.2 Flood map for planning: Surface water (1:1,000 year event)



Source: Flood Map for Planning (gov.uk)

Figure 4.3 Flood Map for Planning showing surface water flood extents for the 1 in 1000-year event between 2061-2125



Source: Sustainable Drainage Strategy (Curtins, 2026)

- 4.41 This application is accompanied by a Sustainable Drainage Strategy (SDS) prepared by Curtins. The SDS sets out that the proposed development will discharge surface water flows via infiltration. The exact rate should be confirmed via on site testing. However, in the absence of this, a conservative rate of 1×10^{-5} m/s has been assumed based on the wider site results. Based on this, the SDS calculates a permeable surface build-up of 180mm at 30% voids would allow for sufficient storage for storms up to the 1 in 100-year event plus a 45% climate change event.
- 4.42 The proposed development will not generate foul flows, and therefore no new foul drainage is proposed.
- 4.43 The proposed drainage strategy reflects the requirements of Core Policy 52 (Green Infrastructure) and Core Policy 41 (Sustainable Construction and Low Carbon Energy) by integrating Sustainable Drainage Systems throughout the site. The proposals also accord with Chapter 14 of the NPPF by ensuring that flood risk is appropriately managed and that climate resilience is embedded within the development.

Design

- 4.44 Core Policy 57 of the Wiltshire Core Strategy requires development to demonstrate a high standard of design and respond positively to the local context and character of the area.
- 4.45 The buildings that are to be removed connect into the “Street Corridor” building which runs in a north-south orientation through SDH South from Victoria Drive East. This is a brick-built single storey building which dates from the 1940s.
- 4.46 The gaps in this building that will be created as a result of the demolition of buildings 15, 16, 17 and 22 will be infilled by new entrance doors and rendered walls:
- 1 **Proposed new entrance doors:** Aluminium frames with polyester powder coat paint finish and two glazed panels. Doors to be Equality Act 2010 access compliant.

Level thresholds and new external hard surfacing levels to be regraded to provided level landings and maximum 1:12 gradient approach ramps.

- 2 **Proposed new infill walls:** Former building link wall openings to be infilled with new blockwork and finished with sand/ cement render coat finish; the texture and colour will match the existing render finish.

- 4.47 The design approach will be in-keeping with the existing 'Street Corridor' building and any alterations to the 'Street Corridor' would be limited to the treatment of openings created through demolition. The proposal does not seek to introduce new architectural form or visually prominent development into the hospital site. Instead, it represents a proportionate and functional development within the existing developed part of the wider hospital estate.
- 4.48 Views of the proposed alterations to the 'Street Corridor' building and the wider car parking area would also be limited by the surrounding hospital development, existing vegetation and area of car parking. The proposed landscape measures would further help integrate the development into the surrounding area and maintain the established green structure around the western edge of the hospital site.
- 4.49 The design of the proposal is therefore considered to accord with Core Policy 57 and the relevant national planning policy objectives relating to well-designed development.

5.0

Conclusion: the planning balance

5.1

When assessed against the Development Plan, the proposed development clearly accords with the strategic objectives of the Wiltshire Core Strategy. This is particularly the case when viewed in the context of its association with the DASH proposal. It represents sustainable development that will deliver social, economic and environmental benefits whilst making efficient use of previously developed land within the existing hospital campus. The proposal also aligns closely with the requirements of the NPPF through the delivery of essential infrastructure to support the operation of healthcare facilities, the efficient use of land, high-quality design and sustainable development.

Table 5.1 Summary of policy alignment

Core Strategy Policy	Alignment
Core Policy 50: Biodiversity and Geodiversity	Compliant The proposal incorporates appropriate ecological mitigation, protection of retained vegetation and Biodiversity Net Gain measures.
Core Policy 51: Landscape	Compliant The proposal makes efficient use of an established hospital site, retains existing boundary vegetation and incorporates additional planting to assist in integrating the car park into its surroundings.
Core Policy 52: Green Infrastructure	Compliant Existing green infrastructure is retained where appropriate and opportunities for additional planting and landscape enhancement are incorporated
Core Policy 57: Ensuring High Quality Design and Place Shaping	Compliant The proposal represents an appropriate form of development within the established hospital campus, with the car park layout, landscaping and treatment of the retained Street Corridor responding to the site's context
Core Policy 58: Ensuring the Conservation of the Historic Environment	Compliant (<i>subject to appropriate mitigation</i>) The effects of demolishing the existing buildings have been assessed, with appropriate recording and mitigation proposed in relation to the identified heritage interest.
Core Policy 60: Sustainable transport	Compliant The proposal forms part of the wider transport and parking strategy for SDH (particularly in relation to the proposed DASH) and is supported by measures to encourage sustainable travel.
Core Policy 61: Transport and New Development	Compliant The proposal provides appropriate access and parking arrangements as part of the wider hospital transport strategy and supports improved public transport accessibility.
Core Policy 62: Development impacts on the transport network	Compliant The proposal is intended to address parking requirements arising from the DASH development

Core Strategy Policy	Alignment
	and is not anticipated to result in unacceptable impacts on the transport network.

Source: Lichfields

- 5.2 For the reasons set out above, it is clear that the proposed development accords in full with the relevant development plan policies. There are also a number of material considerations that weigh in support of the development, as set out in this document and summarised above. It is therefore requested that planning permission should be granted for this development which will be critical in supporting the success of the proposed DASH.

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