

Salisbury NHS Foundation Trust

Proposed DASH Facility, Salisbury District Hospital

SLR Project No.: 407.065120.00001

6 October 2026

Revision: V2

RE: TRANSPORT TECHNICAL NOTE

1.0 Introduction

Overview

- 1.1 SLR has been appointed by Salisbury NHS Foundation Trust to provide transport and highways advice in support of the proposed Diagnostic and Surgical Hub (DASH) and associated Western Car Park (WCP) at Salisbury District Hospital (SDH).
- 1.2 The planning application for the proposed DASH facility (Ref. PL/2026/04559) was validated on 6th August 2026. The proposed development seeks to enhance healthcare provision at SDH through the delivery of dedicated facilities for planned procedures, separate from emergency care services. The DASH facility will provide five day-case surgical theatres, one CT scanner, one MRI scanner and four endoscopy rooms.
- 1.3 The DASH planning application was supported by a Transport Assessment (TA) and Framework Travel Plan (FTP), both dated 16th July 2026. A Transport Scoping Note was also submitted on 17th April 2026 in advance of the planning application; however, no formal response was received prior to submission.
- 1.4 As part of the wider proposals at SDH, a separate planning application (Ref: PL/2026/05256) for the WCP was validated on 11th September 2026. The application seeks the demolition of three existing buildings (Buildings 16, 17 and 22), while partially retaining Building 15 and the creation of replacement car parking provision, together with a new bus stop and shelter.
- 1.5 The proposed Western Car Park would provide a new formal parking facility for staff and would also compensate for the loss of staff parking spaces associated with the proposed DASH development.
- 1.6 The WCP planning application was supported by a TA and FTP, both dated 17th September 2026.

- 1.7 **Figure 1.1** illustrates the location of the proposed DASH facility and WCP sites within the wider SDH campus.

Figure 1.1: Location of the DASH and Western Car Park Sites



- 1.8 Formal comments from the Local Highway Authority (LHA) were received on 3rd September 2026, as presented in **Appendix A**. The comments were provided in response to the scoping note submitted as part of the DASH planning application (Ref. PL/2026/04559) and the initial email to the LHA on 22nd June 2026 outlining the WCP proposals.
- 1.9 The comments received from the LHA were based on the information provided within the scoping note. The Transport Assessments and Travel Plans submitted in support of both planning applications address many of the comments raised. This technical note has therefore been prepared to provide additional information in response to the remaining comments not covered within the submitted reports.



2.0 Proposed Development Updates

- 2.1 Further to the submission of the supporting documents for the DASH application, certain aspects have been updated. This section provides a summary of each application and highlights the elements that have been updated since the original submission.

DASH Application (Ref: PL/2026/04559)

- 2.2 This planning application seeks permission for the construction of a new Diagnostic and Surgical Hub (DASH). The proposed facility will provide day-case surgery theatres, CT and MRI scanning facilities, diagnostic services, and endoscopy services.
- 2.3 The proposed DASH facility will be located on land currently occupied by the helipad, parts of Visitor Car Park 8 and Staff Car Park 9, and the northern section of Staff Car Park 10. The DASH red line boundary affects approximately 225 existing parking spaces.
- 2.4 The submitted DASH TA states that 22 existing spaces within Car Park 10 would be removed and replaced with 60 new spaces, resulting in a net increase of 38 parking spaces.
- 2.5 The parking proposals have since been revised. While 22 spaces within Car Park 10 remain affected, 2 spaces are now proposed to be retained. As a result, 20 spaces will be replaced with 58 new spaces, maintaining the same net increase of 38 parking spaces.
- 2.6 As outlined in the parking strategy within the submitted DASH TA, a number of replacement parking schemes are being developed to mitigate the loss of spaces associated with the DASH proposal. These include the reconfiguration of Car Parks 8 and 9 and the provision of replacement surface-level parking on the western boundary of SDH, some of which may require separate planning applications. The WCP application relates specifically to the proposed replacement surface-level parking on the western boundary of SDH. While, the proposed minor alterations to Car Parks 8, 8A and 9 are considered to be permitted development and therefore do not require planning permission.
- 2.7 **Figure 2.1** illustrates the parking works previously identified within the submitted DASH TA for Car Parks 8, 9 and 10. These proposals have since been superseded. **Figure 2.2** presents the current parking proposals.



Figure 2.1: Anticipated Works on Car Park 8,9 and 10 – as per Submitted DASH TA

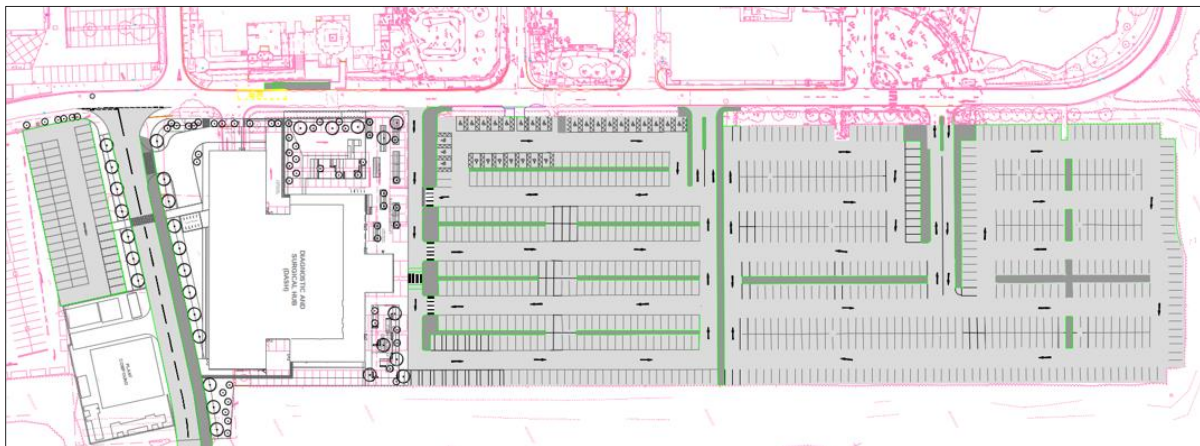
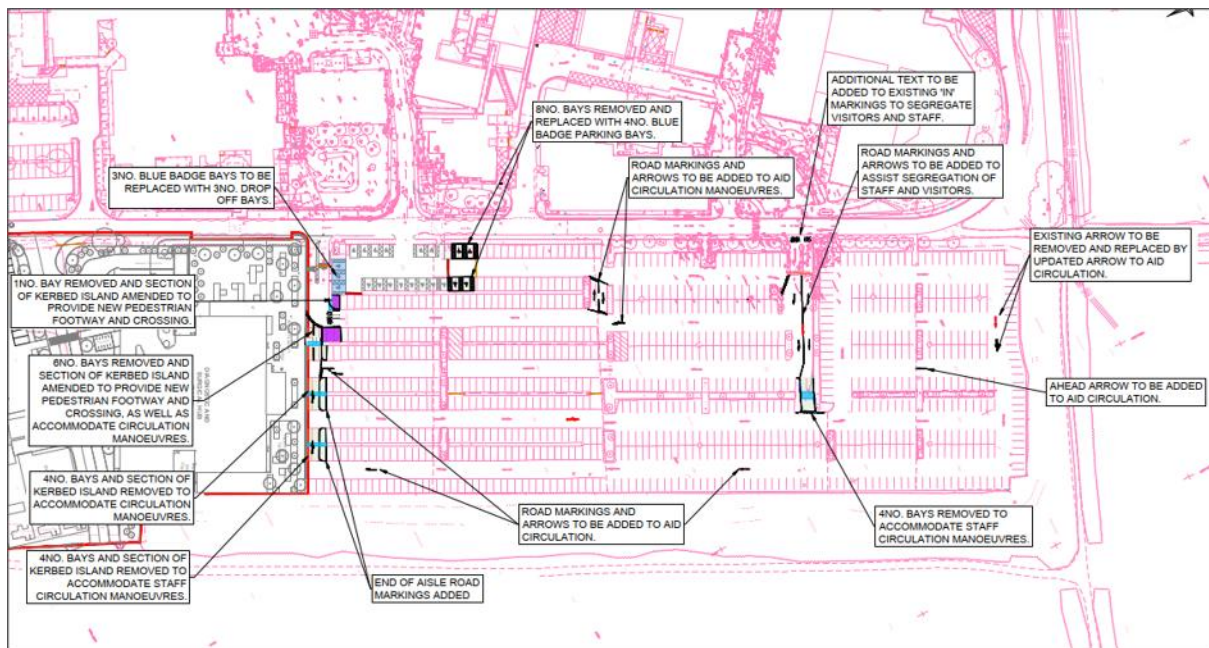


Figure 2.2: Likely Future Changes to Car Park 8, 8A and 9 - Current Proposal



- 2.8 It should be noted that the above-mentioned changes have already been captured within the submitted TA as part of WCP application.

WCP Application (Ref: PL/2026/05256)

- 2.9 This application has been described as *“Demolition of Buildings 16, 17 and 22 and the partial demolition of Building 15 (to include elements of the southern rear section of the building) at Salisbury District Hospital, and associated works to provide replacement car parking, together with the siting of a new bus stop and shelter”*.
- 2.10 The proposed WCP is intended to mitigate the loss of parking provision associated with the DASH development. The WCP will provide 182 new at-grade staff parking spaces, representing a net increase of 68 spaces compared with the 114 existing spaces currently located within the WCP site boundary.



- 2.11 The application also includes provision for a new bus stop on the western side of Victoria Drive East, adjacent to the DASH development.
- 2.12 In addition, the Trust has extended its agreement with LHA to continue using the under-utilised Britford Park & Ride (P&R) facility for staff car parking. The previous agreement permitted the Trust to utilise up to 200 spaces; this has now been increased to 320 spaces, providing an additional 120 spaces.
- 2.13 Further details of the proposed development and its associated transport matters are provided within the TA submitted in support of the planning application.
- 2.14 **Figures 2.3 and 2.4** illustrate the proposed works within the WCP site and the proposed bus stop and associated shelter, respectively, for reference.

Figure 2.3: Proposed WCP Development - as submitted within WCP TA

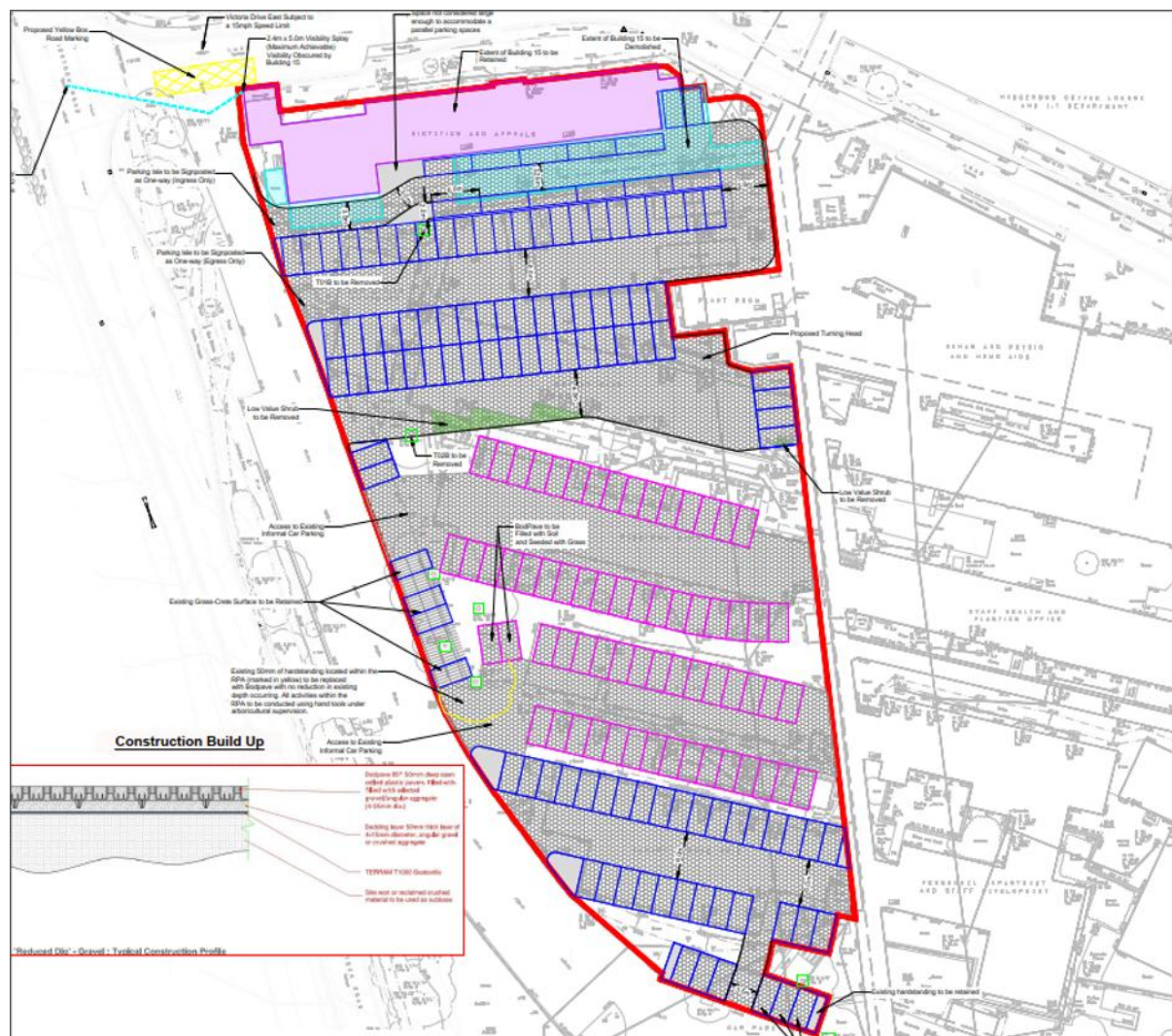
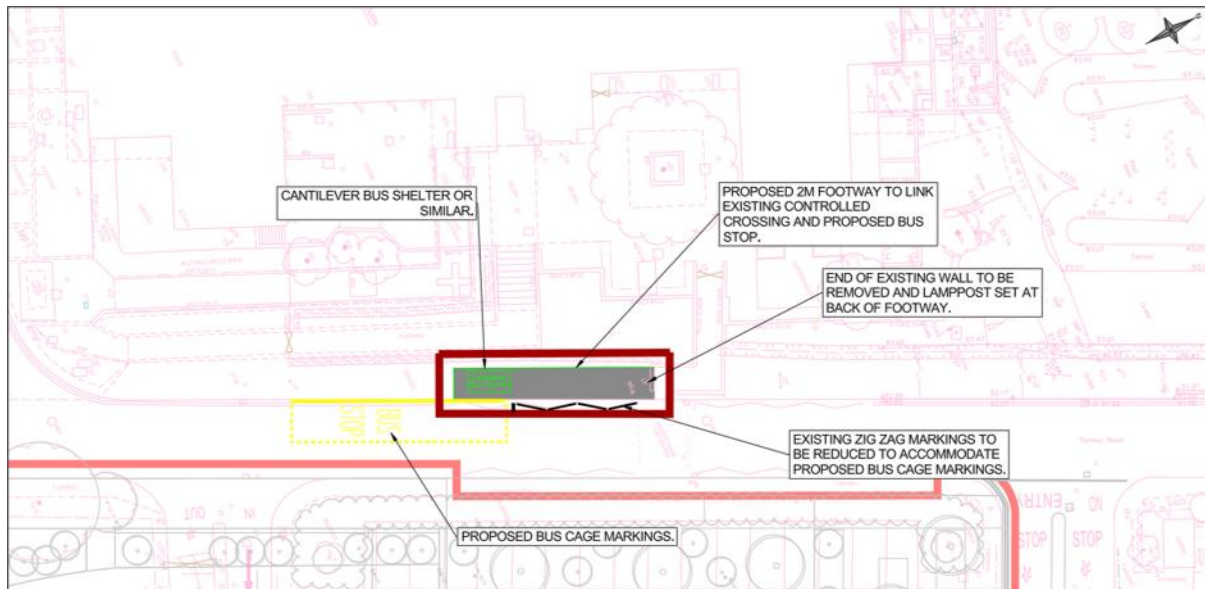


Figure 2.4: Proposed Victoria Drive East Bus Stop – as submitted within WCP TA



3.0 Impact on Parking Provision

- 3.1 This section sets out the parking implications of the planning applications considered within this Technical Note, including the anticipated changes to the existing parking provision and the extent to which each application would result in a net loss or gain in the number of parking spaces.
- 3.2 For reference, **Figure 3.1** illustrates the location of the two application sites in relation to the existing car parks.



Figure 3.1: Car Park Locations



3.3 **Table 3.1** sets out the existing parking provision in the relevant car parks.

Table 3.1: Existing Parking Provision

Car Park	Visitor Spaces	Staff Spaces	Shared Staff & Visitor Spaces	Disabled Spaces	Total
CP8	292				292
CP8A				17	17
CP9		766			766
CP10		303			303
CP 15			64	2	66
Gravel Area		98			98
P&R		200			200
Total	292	1367	64	19	1742



DASH Application

- 3.4 **Tables 3.2 and 3.3** set out the estimated impact of the DASH application on the existing parking provision. **Table 3.2** categorises the parking spaces by car park, while **Table 3.3** sets out the parking spaces by user group.

Table 3.2: Estimated Impact of the DASH Application on Parking Provision by Car Park

Car Park	Existing Provision	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
CP8	292	-1		-1	291
CP8A	17			0	17
CP9	766	-202		-202	564
CP10	303	-20	59	39	342
CP15	66			0	66
Gravel Areas	98			0	98
P&R Britford	200			0	200
Total	1742	-223	59	-164	1578

Table 3.3: Estimated Impact of the DASH Application on Parking Provision by User Group

	Existing Provision	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
Visitor	292	-1		-1	291
Staff	1367	-222	59	-163	1204
Shared Staff & Visitor	64			0	64
Disabled	19			0	19
Total	1742	-223	59	-164	1578

WCP Application

- 3.5 **Tables 3.4 and 3.5** set out the estimated impact of the WCP application on the revised parking provision resulting from the DASH proposals. **Table 3.4** categorises the parking spaces by car park, while **Table 3.5** sets out the parking spaces by user group.

Table 3.4: Estimated Impact of the WCP Application on Parking Provision by Car Park

Car Park	Provision – After DASH	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
CP8	291			0	291



Car Park	Provision – After DASH	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
CP8A	17			0	17
CP9	564			0	564
CP10	342			0	342
CP15	66	-16		-16	50
Gravel Areas	98	-98		-98	0
WCP (Proposed)	0		182	182	182
P&R Britford	200		120	120	320
Total	1578	-114	302	188	1766

Table 3.5: Estimated Impact of the WCP Application on Parking Provision by User Group

	Provision – After DASH	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
Visitor	291			0	291
Staff	1204	-98	302	204	1408
Shared Staff & Visitor	64	-14		-14	50
Disabled	19	-2		-2	17
Total	1578	-114	302	188	1766

Other Future Parking Provision Effect

- 3.6 In addition to the proposals described above, further changes are being considered within Car Parks 8, 8A and 9 to ensure the continued operation and efficient functioning of these car parks following the DASH development. The changes currently being considered are summarised below but represent minor works that are within the permitted development and as such, do not require planning permission. As such, they do not form part of any of the above-mentioned planning applications. They are, however, presented for context to provide a complete overview of the wider parking strategy.
- 3.7 **Tables 3.6** and **3.7** set out the estimated impact of the above listed changes on the revised parking provision resulting from the DASH and WCP proposals. **Table 3.6** categorises the parking spaces by car park, while **Table 3.7** sets out the parking spaces by user group.



Table 3.6: Estimated Impact of Future Changes to CP8, 8A and 9 on Parking Provision by Car Park

Car Park	Provision – After DASH and WCP	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
CP8	291	-15	4	-11	276
CP8A	17	-3	3	0	21
CP9	564	-12		-12	552
CP10	342			0	342
CP15	50			0	50
Gravel Areas	0			0	0
WCP (Proposed)	182			0	182
P&R Britford	320			0	320
Total	1766	-30	7	-23	1743

Table 3.7: Estimated Impact of Future Changes to CP8, 8A and 9 on Parking Provision by User Group

	Provision – After DASH and WCP	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
Visitor	291	-15		-15	276
Staff	1408	-12		-12	1396
Shared Staff & Visitor	50			0	50
Disabled	17	-3	4	1	18
DASH Drop-Off Bays	0		3	3	3
Total	1766	-30	7	-23	1743

Overall Impact

- 3.8 **Table 3.8** and **Table 3.9** sets out the overall impact on parking provision considering the above listed changes and proposals. **Table 3.8** categorises the parking spaces by car park, while **Table 3.9** sets out the parking spaces by user group.



Table 3.8: Estimated Overall Impact of Parking Provision by Car Park

Car Park	Provision – After DASH and WCP	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
CP8	292	-16	4	-12	276
CP8A	17	-3	3	0	21
CP9	766	-214	0	-214	552
CP10	303	-20	59	39	342
CP15	66	-16	0	-16	50
Gravel Areas	98	-98	0	-98	0
WCP (Proposed)	0	0	182	182	182
P&R Britford	200	0	120	120	320
Total	1742	-367	368	1	1743

Table 3.9: Estimated Overall Impact on Parking Provision by User Group

	Provision – After DASH and WCP	Spaces Lost	Spaces Gained	Net Loss/ Gain	Revised Provision
Visitor	292	-16	0	-16	276
Staff	1367	-332	361	29	1396
Shared Staff & Visitor	64	-14	0	-14	50
Disabled	19	-5	4	-1	18
DASH Drop-Off Bays	0	0	3	3	3
Total	1742	-367	368	1	1743

- 3.9 As summarised in **Table 3.9**, the combined impact of DASH, the WCP proposals and future changes to Car Parks 8, 8A and 9 is estimated to result in a net loss of 16 visitor spaces, 14 shared spaces and 1 disabled space. This is offset by a net gain of 29 staff spaces and 3 drop-off bays. Overall, the proposed changes would fully mitigate the net parking loss associated with DASH and result in a net increase of one parking space across SDH.
- 3.10 It is noted that the proposals would result in the loss of 16 visitor parking spaces and 14 shared spaces, which can be used by either visitors or staff. This is partly offset by the provision of 3 dedicated drop-off bays, which would provide an alternative facility for visitors arriving at the hospital and reduce the reliance on formal parking spaces for short-duration drop-off activity.
- 3.11 The submitted WCP TA and FTP provides further details on additional mitigation measures should they be required, however the Trust's car park team continually monitor the car parks and should the slightly reduction in visitor parking cause any issues then they are able to quickly react and amend CP8 and CP9 further to reallocate staff parking as visitor parking, which is seen as a priority.



- 3.12 The loss of one disabled space is not considered to be an issue as it is not located near DASH, where there is a 1 space net gain, but rather at the southern end of CP15, where there will be less demand for disabled parking. Similarly, should this become an issue in the future, the car park team would seek to amend some normal existing parking spaces to disabled should demand require it. There are also circa 140 disabled spaces distributed across SDH so there is considered to be sufficient provision.

4.0 Forecast Parking Accumulation for DASH

- 4.1 **Tables 4.1 and 4.2** present the forecast staff and patient vehicle arrivals and departures, together with the corresponding parking accumulation throughout the day. The arrival and departure figures have been extracted from the Transport Assessment dated 16 July 2026, submitted in support of the DASH planning application.

Table 4.1: Anticipated Parking Accumulation – Staff

Time	Arr	Dep	Parking Accumulation
06:00 - 07:00			0
07:00 - 08:00	7		7
08:00 - 09:00			7
09:00 - 10:00			7
10:00 - 11:00			7
11:00 - 12:00	2		9
12:00 - 13:00			9
13:00 - 14:00	16		25
14:00 - 15:00			25
15:00 - 16:00		3	22
16:00 - 17:00		2	20
17:00 - 18:00		2	18
18:00 - 19:00			18
19:00 - 20:00			18
20:00 - 21:00		2	16
21:00 - 22:00		16	0

Table 4.2: Anticipated Parking Accumulation – Patients

Time	Arr	Dep	Parking Accumulation
06:00 - 07:00	0	0	
07:00 - 08:00	9	0	9



Time	Arr	Dep	Parking Accumulation
08:00 - 09:00	13	3	19
09:00 - 10:00	13	10	22
10:00 - 11:00	12	13	21
11:00 - 12:00	10	14	17
12:00 - 13:00	15	11	21
13:00 - 14:00	13	11	23
14:00 - 15:00	18	14	27
15:00 - 16:00	7	13	21
16:00 - 17:00	7	14	15
17:00 - 18:00	7	9	13
18:00 - 19:00	7	9	11
19:00 - 20:00	0	9	2
20:00 - 21:00	0	1	0
21:00 - 22:00	0	0	0

- 4.2 As presented in **Tables 4.1** and **4.2**, the maximum parking demand associated with DASH is estimated at 25 spaces for staff and 27 spaces for patients.
- 4.3 As set out in the submitted DASH TA, the staff vehicular trip generation has been calculated using the mode share from the February 2026 staff travel survey, undertaken as part of the ongoing Travel Plan monitoring for the wider SDH site. It should be acknowledged that SDH has number of sustainable travel initiatives which are currently in place.
- 4.4 It is recognised that modal shift is a gradual process and requires sustained effort over time. The assessment should therefore be considered in the context of the wider transport strategy for SDH and the range of travel choices available to staff. This is consistent with the NPPF's vision-led approach to transport, which seeks to identify transport solutions that take account of the development, its location and opportunities to promote sustainable travel.
- 4.5 In this context, the additional staff parking demand identified for DASH should not be considered in isolation. The existing Travel Plan will continue to support sustainable travel choices, while parking restraint can also act as one factor encouraging staff to consider alternative modes where suitable options are available. Furthermore, the proposed FTP submitted as part of the WCP application sets out a range of measures that can be implemented should monitoring identify an increase in parking demand. This provides a mechanism to respond to changing travel patterns and manage parking demand over time, rather than relying on assumptions about future modal shift.
- 4.6 For patients, the DASH TA adopts a robust worst-case approach, assuming that every patient will either drive or be driven to the site. It should also be recognised that DASH is intended to enhance healthcare provision through dedicated facilities for planned procedures, separate



from emergency care services. The patients using DASH are therefore not entirely new demand, as some procedures currently take place elsewhere within the wider SDH site and will be accommodated within the new DASH facility.

- 4.7 In addition, three dedicated drop-off bays are proposed close to the DASH building. These will provide a convenient option for patients being dropped off or picked-up and help to manage parking demand associated with DASH.
- 4.8 Overall, taking into account the approach to staff and patient trip generation, the existing travel planning measures, the proposed drop-off facilities and the measures available to manage parking demand, it is considered that the parking demand associated with DASH can be appropriately accommodated.

5.0 Access to Public Highway

- 5.1 LHA has requested that the routes and means of access to the proposed development by all relevant modes of transport from a highway maintainable at public expense are illustrated. It is understood that this comment relates to the proposed DASH building. Accordingly, **Figure 5.1** illustrates the likely active travel routes to access the DASH building.

Figure 5.1: Proposed Access Routes to the DASH Building by Active Travel Modes



- 5.2 **Figure 5.1** illustrates the potential routes available to active travel users accessing the DASH building.
- 5.3 Odstock Road comprises a shared footway/cycleway along the eastern side of the road, which connects to the existing footway along Victoria Drive East. Upon entering the SDH campus, cyclists would be required to use the carriageway and travel along Victoria Drive East for approximately 320 metres before turning right towards the DASH building. Pedestrians are likely to cross Victoria Drive East, near Victoria Drive East/ Odstock Road junction and continue along the southern side of the road. A similar route would be followed by users travelling to the DASH by bus.
- 5.4 Alternatively, pedestrians and cyclists travelling from the south can use PRoW BRIT16, which provides a traffic-free route before connecting to Victoria Drive East and continuing towards the DASH building.
- 5.5 It is noted that there is currently no formal pedestrian crossing facility in the vicinity of the Victoria Drive East/Odstock Road junction or across the access to Car Park 10. However, given the low-speed environment within the SDH campus, the existing highway arrangement is considered to provide a suitable environment for pedestrian movement.

6.0 Other Comments

- 6.1 Additionally, a comment has been received regarding the potential for improvement or contribution towards Public Right of Way (PRoW) BRIT16. The Applicant acknowledges this comment and is willing to engage with the Authority to explore opportunities for improvement and seek a mutually acceptable approach in relation to this matter.
- 6.2 A Construction Phase Plan and Logistics Plan are proposed to be submitted prior to the close of determination to provide further detail on the proposed construction arrangements. On this basis, it is anticipated that the matter can be addressed prior to determination and would therefore not require a pre-commencement planning condition.
- 6.3 In relation to the shuttle bus service operating between SDH and Britford P&R, it is understood that the service will continue to operate at its current frequency of approximately 10-minute intervals between 07:00 and 21:00, Monday to Friday.
- 6.4 The Applicant notes that DASH is proposed to operate for slightly longer hours, with shifts commencing at approximately 07:30 and concluding at 21:30, and that the DASH is also proposed to operate on Saturdays. However, given that only a limited number of facilities across the SDH campus are likely to be operational during these extended hours and on Saturdays, it is anticipated that parking demand during these periods will be comparatively lower.
- 6.5 Accordingly, it is considered that sufficient parking capacity is likely to remain available to accommodate staff and patients attending or working at the DASH during the later operating hours and on Saturdays.



Appendix A: LHA's Comments



Consultee Response: Highway Development Management, Sustainable Transport

Planning Application Ref: ENQ/2026/00790

Site Address: Salisbury District Hospital, Odstock Road, Salisbury, SP2 8BJ

Proposal: Development of a Diagnostic and Surgical Hub (DASH) together with means of access, new landscaping, temporary replacement car park and temporary contractor's compound. Proposal for the Western Car Park comprising the demolition of four existing buildings (Nos. 15, 16, 17 and 22), and the provision of permanent car parking.

Date of Consultation Response: 03/09/2026

Introduction

The Local Highway Authority (LHA) have been in consultation upon the wider HEAT project for several years and remain broadly supportive of the proposals, on the basis of continuing implementation of sustainable transport measures, active travel connectivity and ongoing evidence of local and regional health and employment benefits generated by the scheme.

Whilst this enquiry relates to a small constituent element of the wider scheme, it is and should be considered in isolation given current lack policy allocation for the wider development. In this accord, the Diagnostic and Surgical Hub (DASH) scheme is considered on its own merits and will be required to cost effectively mitigate its own impacts but may contribute proportionally to a wider strategy for the locality.

Additional comments

Further commentary is provided in this adjusted consultation response that addresses the proposals made by email dated the 22nd June 2026, regarding the car parking strategy. The commentary is provided towards the end of this consultation response.

Assessment

The assessment of the proposals is limited to the submission made, with transport consideration focused within the Transport Scoping Note authored by SLR.

The scoping note confirms limited additional staffing requirements generated by the proposals, being circa 10-20 members of staff. It is also noted that the working day may be extended, and with the addition of Saturday operation provided, the typical peak patient demand increase may be considered negligible; a calculable assessment of capacity and demand is however requested with the formal planning submission.

With regards to access arrangement, whilst there is a defined red line, the development sits within the confines of Hospital land and the applicant should illustrate the routes and means to access the proposals by all necessary modes of transport from a highway maintainable at public expense. Beyond the site boundary, active travel routes and public transport service provision should be illustrated and any deficiencies or opportunities noted.

Upon parking, it is noted that 127 spaces will be lost from the site entirely and 68 spaces will be provided in a temporary provision. On the latter temporary provision, it is noted that the description has been altered to make a temporary provision permanent, although the LHA (Local Highway Authority) remain unsure whether this is addressed in the scoping note and whether this relates to parking in the Salutem growth land; clarity will be sought through the application. Depending upon the phased delivery of the wider HEAT project, it will be necessary to understand the likely length of retention of any temporary facilities and their replacement. On this matter, the LHA would like to engender some fluidity and rather than condition details of the permanent replacement for the 68

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spaces, a parking management strategy may be proposed that allows appropriate survey and strategy to define the actual demand and thus only deliver an appropriate level of permanent replacement.

On the moving of the 127 bays demand off site, it is noted that this is aimed to be accommodated by the nearby park and ride site. It will be important to evidence that the Park and Ride will remain operational to current patronage, and those anticipated to enjoy the festive period and the 800th anniversary of the Royal Charter. It is believed that seasonal patronage of the park and ride may be extracted from data held by the authority, but this may not absolve the need for capacity surveys. It is also believed that this facility is managed by Wiltshire Council under lease and this may make any planning agreement between the hospital and the leaseholder problematic; the LHA would wish to secure the potential for the use of the 127 bays in the park and ride, against the planning submission, and advice will be sought upon how to achieve this when the Park and Ride landowner may not wish to be party to such an agreement. Of lesser concern is the securing of the provision of shuttle bus connectivity with the park and ride and this would appear to be relevant to a simple obligation. However, further details are requested on scheduling of the bus to accommodate shift patterns and whether the bus will accommodate patient transfer and how this will be communicated and accommodated. The duration of requirement of operation of the bus will also be of interest, as this will need to be linked with another operation in the hospital – replacement car park/evidence of lack of demand/replacement service.

With regards to BRIT 16, the restricted byway to Downton Road, the LHA have long held hopes that active travel accessibility via this route and onto the wider cycle network could be achieved to better serve the hospital and connectivity to both the park and ride facility, but also onto the City Centre. Whilst the scale of the proposed development may not be sufficient to deliver meaningful improvement (accessibility, surfacing, lighting etc.), it will need to be considered against the sufficiency and sustainability of the reallocated parking spaces off-site and the shuttle bus connectivity. Also, in advance of the wider Salisbury Transport Strategy refresh, due later this year, it may be prudent to consider potential improvements to the route and the costs of which, as this may form part of a wider strategy for the area that may be cost effectively contributed to from various elements of the HEAT project, including DASH, and housing schemes coming forward in the vicinity of the site. In this accord, the applicant is advised that contributions and/or works may be secured from the proposals.

With regards to construction impacts, the DASH will require a Construction Transport Management Plan (CTMP), and this should include the construction impacts upon parking provisions and walking and cycling routes throughout the hospital that may be affected. Where active travel routes are affected, the means to ensure safe and secure routes throughout construction should be evidenced – routes should be lit, secure (heras fencing etc.) and where necessary protected from material fall etc. Where further parking is impacted, the means to mitigate this impact should be clearly demonstrated – it is assumed that the current DASH (type) facilities will remain operational, but with a much larger temporary loss of parking which will need to be accounted for. The CTMP should include the details of all construction vehicle usage of the site, by size, number, frequency etc., delivery periods and hours of construction operation, turning facilities, storage areas, parking and compound areas. The CTMP should also include details of large vehicle routing and operational control to monitor adherence to the agreed routing (e.g. records of delivery vehicle registration number etc.).

Submission Advice

The submission should include a Transport Assessment, by virtue of scale of impacts, although this may not extend to capacity modelling of the highway network, although this will need to be quantified – the LHA reserve the right to request further analysis following a review of the submitted materials. The TA should focus heavily on the accommodation of loss and replacement parking and the means to mitigate this. The LHA also remain focussed on the opportunity to maximise local active travel

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connectivity, although the scale is acknowledged and proposals will be considered proportionate to wider potential impacts and mitigation proposals.

Upon construction proposals, the applicant should consider these on submission, in light of guidance in the NPPF, however the eventual CTMP will be secured by condition as it will represent a live document.

The LHA remain supportive of the proposals however this support is without prejudice to the planning submission which will need to be fully evidenced.

Additional comments – Revised Car parking Strategy

In the email dated the 22nd June 2026, we were made aware of proposals to demolish a series of buildings currently served from an access road which splits off from Victoria Drive (east), close to the access point. The demolition of buildings may pave the way for an additional parking provision, which may offset the loss of parking as a result of the DASH unit and place. Whilst this would appear to be acceptable a full parking accumulation study should be carried out to understand the suitability of the scale of provision and to either avoid overspill from under-provision or an undermining of the sustainability intentions of the HEAT project from over-provision.

For further advice, the applicant may contact Highway Development Management via HighwaysDevelopment@wiltshire.gov.uk.





Making Sustainability Happen