National Highways Planning Response (NHPR 22-12)
Formal Recommendation to an Application for Planning Permission

From: Regional Director, South West Operations Division, National Highways
PlanningSW@nationalhighways.co.uk

To: Wiltshire Council
FAO Hayley Clark

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: PL/2023/05046

Location: Scotland House, Winterbourne Stoke, Salisbury, SP3 4TF

Proposal: Proposed extension and alterations to existing property

National Highways Ref: NH/23/01996

Referring to the consultation of the planning application referenced above, in the vicinity of the A303 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);

~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

[1] Where relevant, further information will be provided within Annex A.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningsw@nationalhighways.co.uk .

Signature: G Gallacher	**Date:** 01 August 2023
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Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 01/2022 "The Strategic Road Network and the Delivery of Sustainable Development" and the National Planning Policy Framework (NPPF). This response represents our formal recommendations with regards to planning application reference PL/2023/05046

Reasons

The application is seeking consent for alterations to the existing dwelling, with a 2-storey side and rear extension. The site has previously been granted planning consent for conversion from bed and breakfast use back to private residential use.

The site is immediately north of the A303 trunk road, to the west of Winterbourne Stoke, and benefits from an existing direct access from the A303. No changes are proposed to the existing access arrangements as part of the application proposals. It is noted that the proposed extensions are to elevations which are on the opposite side of the property to the trunk road. The development site is also considered unlikely to compromise the delivery of for the A303 Stonehenge (Amesbury to Berwick Down) improvement scheme, although given the proximity of the site to the scheme boundary the applicant may wish to be aware of the latest position regarding the improvements via the scheme webpage here A303 Stonehenge | National Infrastructure Planning (planninginspectorate.gov.uk)

However, it will be necessary to ensure that construction traffic does not adversely impact on the safe and efficient operation of the trunk road. Poorly managed construction traffic movements, even for small scale works, have the potential to disproportionately impact on highway safety and congestion particularly given the strategic nature of the A303 and the high volumes of traffic.

In this case we are satisfied that sufficient space should be available on site to accommodate the storage of materials, and a parking and turning area for construction vehicles as we would advise that all traffic should enter and exit the site in a forward gear. However, we are recommending a planning condition to ensure that no parking, loading or off-loading takes place within the trunk road boundary in the interest of highway safety.

We would also encourage the applicant to take all other reasonable steps to consider and mitigate any adverse impact of construction traffic movements in the interest of the safety and free flow of traffic on the A303, for example in timing deliveries to avoid peak hours.

Recommendation

National Highways recommends that a planning condition shall be attached to any permission Wiltshire Council is minded to grant in respect of application reference PL/2023/05046 to the effect that:

> During the construction of the development hereby permitted, no construction vehicles or construction-related delivery vehicles shall park, load or off-load from the A303 trunk road.
>
> Reason: in the interest of the safe and efficient operation of the A303.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.