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/2023/07022

Location: Newton House, Warminster Road, South Newton, Salisbury, SP2 0QD

Proposal: Extension to the front boundary wall including two gates for vehicle access and one footgate and layby

National Highways Ref: NH/23/02576

Referring to the consultation of the planning application referenced above, in the vicinity of the A36 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:** 14 November 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/2023/07022.

Reasons

The application is seeking permission to extend the existing sections of wall to the front of the property, the installation of two vehicle gates and one pedestrian gate, and initially the creation of a layby adjacent to the A36 carriageway. We understand the site was previously operated as a care home but is being returned to residential use. The existing site layout allows for vehicles to freely enter and exit the site.

It is noted that a previous planning application PL/2023/02302 sought permission for extensions to the property walls and the installation of vehicular and pedestrian gates. Those proposals were acceptable to National Highways subject to planning conditions and have since been consented by the planning authority.

The current proposals seek to adjust the location of the walls and gates by repositioning them closer to the A36 carriageway, but still providing sufficient set back distance to satisfy National Highways requirements that sufficient set back will be provided to ensure vehicles entering the property can completely pull off the carriageway while waiting for the gates to open.

The initial proposals then sought to remove an area of grass verge adjacent to the A36 carriageway to create a vehicle layby. National Highways had concerns with this proposed arrangement as detailed in our planning response dated 27 September 2023. Our recommendation below should therefore be read in conjunction with our previous comments.

The applicant has now submitted a further revised plan, drawing number 26 revision H, titled Entrance Gate Plan and Elevations, prepared by PSA Ltd and dated 24 October 2023. This revised plan removes the layby element from the proposals, but further decreases the set back of the wall and gates to 7.1m at the northern access point, and 6.5m at the southern access. However, these continue to provide more than the necessary minimum required by National Highways in this case. However, it should be noted National Highways would be unwiling to accept any further reduction in set back distance should the applicant submit further revised proposals.

Summary

National Highways has no objection to the wall and gates as now proposed subject to a planning condition being attached to any permission the planning authority is minded to grant.

Recommendation

National Highways recommends that a planning condition should be attached to any permission Wiltshire Council is minded to grant in respect of application reference PL/2023/07022 to the effect that:

1. The entrance gates hereby permitted shall be set back within the development site not less than 7.1m at the northern access point and not less than 6.5m at the southern access point from the A36 carriageway edge, in accordance with PSA Ltd Drawing Entrance Gate Plan and Elevation, Number 26 Rev H, dated 24 October 2023. Gates shall only be installed in the sliding position indicated and shall be maintained in that condition at all times thereafter. At no time shall gates be hung which open outwards towards the trunk road.

   Reason: in the interest of the safe and efficient operation of the A36 trunk road.

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