



National Highways Planning Response (NHPR 24-02) 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 Lynda King

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

Council's Reference: PL/2023/10495

Location: Elmfield House, Petersfinger, Salisbury, SP5 3BZ

Proposal: Conversion of Elmfield House and outbuildings to 6 dwellings and the erection of 15 dwellings, with hard and soft landscaping and associated works

National Highways Reference: NH/23/04211

Referring to the consultation on a 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 and 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).~~

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

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

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

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: 30 July 2024

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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 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/2023/10495.

Reasons

Background

The application is seeking permission for residential development at Elmfield House and adjacent land. The proposed development comprises the conversion of the existing Elmfield House to provide 6 dwellings, with 15 further dwellings and associated parking and landscaping. The development will be served by an improved vehicular access from Petersfinger Road to the north of the site. There also appears to be a proposed pedestrian access onto the A36 to the south of the site where an existing infrequently used field access is currently located.

Part of the application site benefits from an extant planning consent to provide 5 dwellings with associated works, including vehicular access onto Petersfinger Road, approved under applications 19/00967/OUT and PL/2021/07611.

National Highways provided an initial detailed response to the planning authority on 30 January 2024 recommending that the application should not be approved without the submission of further information for our review and acceptance. Our comments below should therefore be read in conjunction with that previous response.

Summary

National Highways requested that further information was necessary to enable us to fully understand the impact of the development on the safe and efficient operation of the A36 trunk road. In particular, further details should be provided in relation to:

- the nature of use and a preliminary design for the proposed retained access onto the A36 trunk road;
- the impact of the proposed surface water drainage arrangements, including the provision of a new additional culvert, on the existing National Highways culvert structure and National Highways means of access for maintenance purposes.

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To date, no further information has been provided although initial contact has recently been made by the applicant's consultant with regards drainage arrangements and culvert impacts. We are therefore recommending that the period of non-approval be extended for a further period to allow more time for outstanding matters to be resolved.

As previously stated, we consider that matters in relation to landscaping, boundary treatments and construction traffic management could be addressed by planning conditions. National Highways also continues to highlight concerns with respect to the sustainability of the site in noise terms.

Recommendation

National Highways recommends that Wiltshire Council not grant planning permission in respect of planning application reference PL/2023/10495 for a period of 6 months from the date of this recommendation.

This is to allow time for further information to be provided to enable National Highways to full understand the impact of the development on the safe and efficient operation of the A36 trunk road and thereby provide informed advice to the planning authority.

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 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 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.