



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Head of Planning & Development, Operations Directorate, SWRegion,
National Highways
Planningsw@nationalhighways.co.uk

To: Wiltshire Council (FAO Adam Madge)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/05762

Location: Armishaw Removals, Netherhampton Road, Netherhampton, Salisbury,
SP2 8RA

Proposal: Mixed-use commercial development including a convenience/food retail unit, a drive-through coffee unit, two B8 units with ancillary office use, and the retention of an existing B8 warehouse, along with associated parking, access, and servicing arrangements

National Highways Ref: NH/25/12087

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 with advice (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.

Should the Local Planning Authority propose not 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.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: *G Gallacher*

Date: 22 July 2025

Name: Gaynor Gallacher

Position: Assistant Spatial Planner

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

Annex A **National Highways' 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/2025/05762.

Reasons

The application is seeking permission for a convenience store, drive thru coffee unit, and two B8 trade counters alongside the retention of the existing B8 warehouse at the Armishaw Removals site, located to the south of Netherhampton Road. The site is located in proximity to a number of consented and strategic housing sites along Netherhampton Road.

National Highways primary interest is in respect of the impact of the development on the safe and efficient operation of the SRN which in this location comprises the A36, which is known to experience congestion particularly during network peak hours. It is in this context that our comments are made.

The application is supported by a transport assessment prepared by Connect Consultants and dated July 2025, although no assessment has been undertaken of the SRN or its associated junctions. However, in this case given the location and uses of the development proposed, we consider that the majority of trips will be local or pass-by, with relatively few trips likely to be diverted to or new to the SRN. Whilst the trade counters may potentially generate new trips, these are likely to disperse across the network beyond the Harnham junction, such that the impact on the SRN is unlikely to be considered unacceptable or severe, in safety or capacity terms, in accordance with DfT Circular 01/2022 and the NPPF.

However, we would nonetheless offer Wiltshire Council advice to secure a robust travel plan to encourage and support the take up of sustainable travel modes, and proportionate contributions towards identified local highways improvements and measures within the Salisbury Transport Strategy.

Recommendation

National Highways has no objection to the proposed development, but offers the local planning authority advice with regards to securing robust travel plan measures to encourage and support the take up of sustainable travel modes, and proportionate

contributions towards identified local highways improvements and measures within the Salisbury Transport Strategy .

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 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

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.