



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
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To: Wiltshire Council (FAO Timothy Furmidge)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/07278

Location: Brickworth Quarry, Whiteparish, Salisbury, SP5 2QE

Proposal: Extension to Brickworth Quarry (Sandland) to allow the extraction, processing and export of sand followed by backfill with imported inert materials and quarry waste; Importation and blending of sand; Retention and continued use of site compound and buildings, plant site and storage areas; Restoration to commercial forestry and agriculture at original ground levels together with long-term biodiversity enhancements

National Highways Ref: NH/25/12920

Referring to the consultation on a planning application referenced above, in the vicinity of the A36 and M4 that form 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.

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 September 2025

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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/2025/07278.

Reasons

The application is seeking consent for an extension to the existing Brickworth Quarry to comprise an area of 3ha of land currently in agricultural use. No changes are proposed to the existing site access arrangement which is taken from a dedicated signalised junction serving the A36, A27 and the Quarry haul road.

National Highways principal interest in the development proposal is the potential impact on the safe and efficient operation of the SRN, which in this case comprises the A36 which runs along the north-eastern boundary of the development site. It is noted that there appears to be no collision history at the A36 junction associated with Quarry traffic.

The existing Brickworth Quarry produces an output of approximately 140,000 tonnes of sand pa, with approximately 18 months of reserves remaining. Current permissions, including restoration, will therefore expire in summer 2028.

The Quarry extension (known as Sandland) will serve as an extension to the existing Brickworth Quarry following the exhaustion of reserves within the currently consented phases. Output is expected to be 140,000 tonnes extracted over an 18 month period, followed by backfill and restoration. To cover both extraction, infill and restoration phases, an extension of permission is sought until autumn 2030.

Given that the Sandlands site will not come into operation until the exhaustion of consented reserves, and that extraction and infill/restoration will take place consecutively, National Highways accepts the conclusion of the Transport Statement prepared by Paul Basham Associates, dated August 2025, that the proposed development will not result in an increase in development traffic above existing consented levels, but will extend the period over which these movements will occur from summer 2028 to autumn 2030.

National Highways therefore considers that the proposed quarry extension is unlikely to result in an unacceptable or severe impact on the A36, in safety or capacity terms, in accordance with DfT Circular 01/2022 and the NPPF.

Recommendation

National Highways has no objection to the proposed development.

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.