



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

From: Head of Planning & Development, Operations Directorate, SW Region,
National Highways
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To: Wiltshire Council (FAO Daniel Jacobs)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/08908

Location: Harfield, Warminster Road, South Newton, Salisbury, SP2 0QW

Proposal: Installation of a pair of inward-opening aluminium double-leaf driveway gates, set between the existing brick piers

National Highways Ref: NH/26/14394

Referring to the consultation on a planning application referenced above, in the vicinity of the A36 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

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 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: 26 January 2026

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Position: Assistant Spatial Planner

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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/2025/08908.

Reasons

The application is seeking permission to install automated gates at the entrance to a residential property known as Harfield which is currently served by a direct access from the A36 Warminster Road. The existing site layout allows for vehicles to freely enter and exit the site.

National Highways primary consideration is the ongoing safe and efficient operation of the A36 and it is in this context that our comments are made.

Whilst National Highways does not object in principle to the erection of gates to the property, we need to be satisfied that they are sufficiently set back from the A36 to ensure a vehicle can completely exit the highway to safely wait for the gates to open when entering the property, without it overhanging the A36. This presents a road safety concern as it could obstruct mainline traffic flow and increase the risk of collisions occurring. In this case the highway includes both the main carriageway and the bus stop entry taper, to ensure buses can approach the stop and dock correctly.

No set-back dimensions appear to have been provided within the submitted proposed plan, and although 5m is referred to in the Highway Safety Statement this is not evidenced by any surveyed plan. The measurement appears to have been taken from the mainline carriageway edge and has made no allowance for the bus layby.

The set-back measurement therefore needs to be taken from the edge of the kerb, making allowance for the bus stop entry taper, to ensure vehicles do not overhang either bus stop layby or carriageway. In terms of vehicle length, we consider the set-back needs to accommodate a 4.8 metre length vehicle, which we consider is consistent with the average car length utilised for parking bays. Whilst the applicant states their own vehicle measures only 4.4 metres, it cannot be assumed that a larger vehicle will not be required to frequently utilise the access in future. Likewise, whilst it is noted that the gates will open automatically for some, provision needs to be made for vehicles without the facility to trigger automatic opening or during a power outage or other failure of the gate mechanism.

Due to the potential for an angled approach of a vehicle to the gates, an additional margin will also need to be incorporated given that the offside of the vehicle is likely to protrude further towards the carriageway than the nearside.

We therefore consider that the applicant needs to satisfactorily evidence that a minimum 5m set-back between the kerb edge and the gates can be provided to minimise the risk of a waiting vehicle overhanging either the carriageway or the bus layby entry taper presenting an unacceptable highway safety risk.

Summary

At this stage, National Highways has insufficient information to enable us to fully understand the impact of the development on the safe and efficient operation of the A36 and is thereby unable to provide informed advice to the planning authority. Further information is required from the applicant to demonstrate that sufficient space is available to allow a vehicle to wait safely for the opening of the proposed gates. In this case a minimum of 5 metres between the gates and the kerbline will need to be evidenced.

Subject to the submission of an acceptable plan, National Highways would look to apply planning conditions to ensure the gates only open inwards into the development site (as the applicant proposes), and that adequate set-back distance is maintained.

Recommendation

National Highways recommends that Wiltshire Council not grant permission in respect of application reference PL/2025/08908 for a period of 6 months from the date of this recommendation.

This is to allow time for the applicant to provide the further information necessary to enable National Highways to understand the impact of the development on 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 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.