



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 Steven Sims)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/10007

Location: Land off Ashley Coombe, Warminster, Ashley Coombe, BA12 9QU

Proposal: Outline planning application for the erection of up to 77 dwellings, public open space, landscaping and sustainable urban drainage system, with vehicular access off Ashley Coombe. All matters reserved except for means of access

National Highways Ref: NH/16/14480

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: 29 January 2026

Name: Gaynor Gallacher

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/2025/10007.

Reasons

The application is seeking outline consent for residential development comprising 77 dwellings with associated works. Access to the site will be provided via the local road network, but the site is located in proximity to the A36/A350/Deverill Road junction. It is noted that the site is not allocated in adopted plans, nor is it an allocation in the emerging Wiltshire Local Plan. It is therefore considered to be speculative development.

National Highways primary interest is in respect of the safe and efficient operation of the strategic road network which in this location comprises the A36. It is in this context that our comments are made.

The application is supported by a Transport Assessment (TA) prepared by Ashley Helme Associates and dated December 2025. Given the proximity of the site to the A36/A350/Deverill Road junction it is disappointing that no consideration of the SRN has been presented in the TA.

However, the two-way trip rates appear to be broadly acceptable and applying the presented distribution of trips travelling south towards the SRN we consider that the impact of development traffic is unlikely to be material. National Highways will not therefore require any further junction impact assessment in respect of the A36/A350/Deverill Road junction in this case.

We have also considered the most recent 5-year period of Personal Injury Collision (PIC) data for the A36/A350/Deverill Road junction and its approaches and there does not appear to be a collision issue at the junction that would be a cause for concern in respect of development traffic.

In summary, notwithstanding the short comings of the TA, we consider that the application 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.