



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 Sarah Hill)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2026/00120

Location: Golf Driving Range, Salisbury Golf Centre, Wilton Road, Salisbury

Proposal: The provision of four padel tennis courts, pedestrian access, 17 car parking spaces and areas of Biodiversity Net Gain

National Highways Ref: NH/26/14632

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: 04 February 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/2026/00120.

Reasons

The application is seeking consent for the addition of 4 padel courts with additional parking at the existing Salisbury Golf Driving Range on Wilton Road, Bemerton, Salisbury. No changes are proposed to the existing access arrangements which are taken directly from the A36 Wilton Road.

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 courts are located within a wider site offering a mix a leisure uses, and it is likely that development trips will mostly occur outside of the traditional network peak hours. We therefore consider that in traffic terms the development is unlikely to result in a material impact on the A36 and the associated access.

However, the application site is bounded by the A36 to the north-east, and the proposed courts are in relatively close proximity to the boundary. Our principle concern is therefore whether the development will be adequately screened from the trunk road to ensure there is no distraction or glare from activities on site and associated lighting.

The highway boundary comprises the footway with minimal highway soft estate. Whilst there is an existing fairly dense linear belt of trees these are within the application site and therefore within the applicant's control. The landscaping proposals submitted with the application do not appear to propose any additional planting or screening along the A36 boundary, and it will therefore be important to ensure that the existing vegetation is maintained to ensure it continues to provide adequate screening of the site from the trunk road.

We are therefore recommending planning conditions in respect of lighting and maintenance of the boundary screening. We are however willing to consider any alternative wording the local planning authority may wish to propose that secures the same or greater benefit for the SRN.

Recommendation

National Highways recommends that planning conditions should be attached to any permission Wiltshire Council is minded to grant in respect of application PL/2026/00120 to the effect that:

1. Landscape planting within the development site and along the A36 boundary shall be managed and maintained for the duration of use, with additional infill planting to be undertaken as necessary, to provide screening of the development from the A36 trunk road.

Reason: In the interest of the safe and efficient operation of the A36 trunk road, to mitigate an adverse impact of development on trunk road users, in accordance with DfT Circular 01/2022.

2. All lighting associated with the development shall be implemented, managed and maintained such that no glare shall impact A36 trunk road users.

Reason: In the interest of the safe and efficient operation of the A36 trunk road, to mitigate an adverse impact of development on trunk road users, in accordance with DfT Circular 01/2022.

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.