



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 Ruaridh O'Donoghue)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/09780

Location: Land north of the A3102, Melksham

Proposal: Outline planning application for the construction of 295 homes; public open space including formal play space and allotments; sustainable drainage systems and associated infrastructure; a 100 place nursery and access points for pedestrians and cyclists. All matters are reserved except for access, the principal point of access is to be provided from a new northern arm onto an improved arrangement of the Eastern Way/A3102 roundabout junction and an emergency access onto the A3102

National Highways Ref: NH/26/14733

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 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: 11 February 2026

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/2025/09780.

Reasons

The application is seeking permission for up to 295 dwellings with associated works on a 14.9 ha site located to the north of the A3102 and east of Melksham. The proposals reflect those currently being considered under application PL/2024/10345 although that seeks permission in full. Our comments below are therefore consistent with our response to the earlier application which remains live.

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 M4 approximately 12 miles to the north of the site and the A36 more than 15 miles to the south and east, with the A350 providing a direct connection to both.

It is noted that the site is allocated for housing development under Policy 20 of the emerging Wiltshire Local Plan to provide for approximately 285 dwellings. The Plan is currently at Examination.

The application is supported by a Transport Assessment (TA) prepared by Paul Basham Associates and dated November 2025. Whilst the TA does not assess the impact of development traffic on the SRN specifically, we consider that development trips are likely to disperse across the highway network such that the impact on any one junction 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, Wiltshire Council will, as part of their transport evidence underpinning the Local Plan review, consider the cumulative impact of proposed allocations within the plan on the SRN, along with the identification of necessary strategic infrastructure requirements to accommodate planned growth on the highway network. In this case, M4 junction 17 would be of particular relevance to National Highways. Subject to Wiltshire Council's transport evidence being concluded, it may be appropriate for the local planning authority to seek a financial contribution from the development to the costs of any works identified as being necessary to accommodate Local Plan traffic.

We will also expect the local planning authority to secure robust travel plan measures to encourage and support the take up of sustainable travel modes.

Recommendation

National Highways has no objection to the proposed development but offers the local planning authority advice to secure financial contributions towards strategic highways infrastructure identified as necessary to support growth as part of the emerging Local Plan, and robust travel plan measures to support and encourage the take up of sustainable travel modes.

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.