



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 Georgina Wright)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/10020

Location: Chicklade Service Station, Chicklade, Salisbury

Proposal: Variation of condition 2 (Approved Plans) relating to application PL/2022/06298

National Highways Ref: NH/26/14532

Referring to the consultation on a planning application referenced above, in the vicinity of the A303 that forms 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: 17 February 2026

Name: Gaynor Gallacher

Position: Assistant Spatial Planner

National Highways: Ash House, Falcon Road, Sowton Ind. Estate, Exeter EX2 7LB

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/2025/10020.

Reasons

Development Proposals and Background

The s73 application is seeking to vary condition 2 (submitted plans) in respect of development approved under PL/2022/06298. This permission consented the redevelopment of the Chicklade Service Station to provide a new service station comprising electrical vehicle charging points, shop, restaurant/cafe, toilets and associated infrastructure together with landscaping, revised vehicular access and the formation of a new pedestrian link between the site and Chicklade. No petrol or diesel fuel facilities are proposed and the existing provision will be removed. We understand the current application is also seeking to discharge a number of pre-commencement planning conditions.

National Highways provided a detailed recommendation with planning conditions in response to PL/2022/06298 on 7 November 2023. We understand that the proposed amendments to the original scheme have been identified as necessary by the applicant to ensure the proposed scheme remains viable and deliverable, but are not considered by the applicant to alter the description of the development or the fundamental nature of the proposal.

National Highways primary consideration is the ongoing safe and efficient operation of the A303 trunk road, which provides a key strategic link to the south-west. Our recommended conditions were therefore considered necessary to ensure the development is implemented such that it does not adversely impact on the A303, and it is in this context that our comments are made.

Having reviewed the submitted documents we make the following comments.

Site Access Arrangements

It is noted that no changes are proposed to the site access arrangements from the A303, and these remain in line with the previously accepted preliminary design. We are also aware that the applicant and their consultants are actively engaging with

National Highways to progress the detailed design and s273 agreement. Given this process is ongoing and yet to be finalised we consider our associated condition should continue to be applied to any new permission.

We have noted that the revised Site Layout Plan proposes to increase the number of parking bays on the northern side of the entry lane into the car park, however we do not consider these to be a concern as they should not obscure the visibility of delivery vehicles exiting the service yard.

Site Servicing and Deliveries

We note that the revised Site Layout Plan proposes alterations to the service yard and staff parking area. In particular, it is noted that a new pallet delivery area and bin store has been provided to the rear of the redesigned building, but it is unclear how the pallet area will be serviced as no details have been provided to demonstrate there will be sufficient space for a delivery vehicle to offload here, or whether the use of a forklift truck or similar mechanical assistance aid will be required.

With regards to the staff parking bays, the orientation of the bays is questioned. It is possible that if the western most bays were rotated through around 90 degrees so as to align with the northern boundary of the service yard, this may assist in creating a larger open space for delivery vehicles to turn potentially making the operation of the service bay safer to negotiate.

The Road Safety Audit undertaken in connection with the site access arrangements identified that in certain scenarios there may be the potential for conflicts in respect of service/delivery vehicle movements. We therefore consider that, noting our comments above, there remains a requirement for the applicant to submit for our review and acceptance a Delivery and Service Management Plan, secured by planning condition. The plan should include as a minimum the anticipated number and type of service and delivery vehicles, whether this will place any restrictions on customer or staff parking bays, and how servicing (including waste collection) and deliveries will be managed to minimise vehicle conflicts and avoid network peak hours. Maintenance of the EV charging bays should also be considered.

Surface Water Drainage

National Highways recommended a planning condition in respect of the detailed drainage design for the development which was included within the Decision Notice for PL/2022/06298 as condition 11. The applicant has now provided a Drainage Report, prepared by AWA and dated December 2025, with associated documents. We consider that the drainage design details contained therein satisfy our requirements in respect of the SRN. We are therefore recommending a revised condition to ensure the drainage design is implemented in accordance with the agreed design. This does not remove our separate requirements in respect of drainage associated with the access junction works which will be agreed through the s278 process.

We would however continue to offer the applicant advice in respect of any drainage ditches in proximity to the proposed footpath within the development site. It is the applicant's responsibility to ensure they appropriately consider and mitigate any risk to footpath users if ditches are unprotected by fencing or other physical barrier.

Landscaping and Screening

The applicant has provided a Landscape and Boundary Treatment Strategy supported by landscaping plans with planting schedules, hard and soft works plans. We understand that the applicant is therefore looking to discharge the requirements of condition 5 in respect of permission PL/2022/06298.

However, having reviewed the submitted plans a number of areas of concern remain to be addressed. For ease of reference I have provided comments referenced to the specific condition requirements:

- a) details of the fencing type, location, construction method and maintenance schedule;

a 750mm close boarded fence is to be provided on top of a 1000mm grassed earth bund along most of the frontage of the development site. This will be supplemented by new native species hedge planting on the A303 side of the fencing. The Hardworks Plan (sheet 2 of 2) shows the fencing will extend to the west of the bund, but not to the east of the bund. We consider that the fencing should be extended east from the bund to the existing hedge as the proposed scrub planting may be insufficient to screen vehicle headlights shining towards the A303 as vehicle circulate round the car park. We also consider that those sections of fence that are not located on top of the bund should be increased in height to a minimum of 1000mm.

- b) details for management of existing boundary planting to include an Arboricultural Tree Survey and Tree Protection Plan with a method statement for any works required to address the removal, retention and management of trees along this boundary;

no Arboricultural Tree Survey or Tree Protection Plan appears to have been provided. Of particular concern to National Highways will be the area of existing woodland to the east of the development site which is within National Highways estate and in close proximity to the proposed path connecting the site with the village of Chicklade. Whilst it is noted that tree protection fencing is to be provided along the site boundary, we need to be satisfied that the path works will not impact on the root protection areas for National Highways trees.

- c) details of any proposed new planting including location, species mix, maintenance method statement and schedule;

National Highways provided advice in response to application PL/2022/06298 listing species which are undesirable for planting in proximity to the SRN (including the new junction visibility splay in this case). It is therefore disappointing that some of these species have been included within both the Native Scrub and Woodland, and the New Native Mixed Species Hedge mixes set out within the Softworks Plan (sheet 2 of 2) – specifically *Prunus Spinosa*, *Betula Pendula* and *Quercus Robur*. Amended planting mixes should therefore be provided that remove these species. For ease of reference our full list is provided against below:

For reasons of safety, liability and maintenance, we would advise that the following species must not be planted within 10m of our estate:

1. *Blackthorn (Prunus spinosa)*
2. *Goat willow (Salix caprea)*
3. *Crack willow (Salix fragilis)*
4. *Dogwood (Cornus sanguinea)*
5. *Italian alder (Alnus cordata)*
6. *Bird cherry (Prunus avium)*
7. *Quaking Aspen (Populus tremulans)*
8. *Wild Privet (Ligustrum vulgare)*

In addition, the following trees must not be planted in a position where at maturity they would be within falling distance of the carriageway or any significant National Highways asset:

9. *Silver Birch (Betula pendula)*
10. *Austrian Pine (Pinus nigra)*
11. *Poplar (Populus alba, Populus hybrid, Populus lombardii)*
12. *English Oak (Quercus robur)*

d) details of any other screening feature, location, construction method and maintenance schedule – we note the bund details provided within Landscape Details plan (sheet 1 of 3).

We therefore consider that further information/amendments are required in respect of the A303 boundary treatments and landscaping and that we are unable to support the discharge of the related planning condition at this time. We are therefore recommending that a condition should remain in place as part of any new permission. However, noting the extent of information that has been provided we could accept an amendment to our recommended condition to secure agreement and implementation of the A303 boundary treatments and landscaping matters prior to the development being brought into use, rather than pre-commencement.

Summary

National Highways has reviewed the revised proposals and recommends that planning conditions should continue to be applied to any new permission the planning authority is minded to grant to secure the necessary protections for the A303 trunk road.

In respect of surface water drainage, we consider that a satisfactory detailed design has now been provided to meet the requirements of condition 11 within permission PL/2022/06298. However, in respect of landscaping and boundary treatments required by condition 5, we consider further information is still necessary before the proposals are considered acceptable in respect of the A303.

Recommendation

National Highways recommends that planning conditions should be applied to any permission Wiltshire Council is minded to grant in respect of planning application reference PL/2025/10020 to the effect that:

Development Access Arrangements

The development hereby permitted shall not be occupied or brought into use unless and until a scheme of highways works on the A303 is completed and available for use. The works shall be implemented generally in accordance with

- Vectos Drawing Number 216398_PD03 Rev H, titled Proposed Site Access Right Turn Facility and dated 13 July 2023, and
- Baxter Green Architects Drawing Number 10315_P21, titled Proposed Footpath Details, submitted as Appendix D to the Second Post Submission Response dated September 2023,

subject to any necessary changes identified during the detailed design and Road Safety Audit process, unless otherwise agreed in writing by the local planning authority (in consultation with the strategic highway authority).

Reason: in the interest of the safe and efficient operation of the A303 trunk road in accordance with DfT Circular 01/2022.

Western Field Access

No direct means of pedestrian, cycle or vehicular shall be access created in the boundary between the application site and land to the west.

Reason: in the interest of the safe and efficient operation of the A303 trunk road in accordance with DfT Circular 01/2022, and the safety of users of the development as no means of safe circulation for pedestrians and cyclists has been provided between the public buildings and car park, and land to the west.

Drainage

Drainage measures shall be implemented in accordance with the detailed drainage design as set out within the Drainage Report prepared by AWA and dated December 2025, prior to the first occupation of the development and maintained as such thereafter. No surface water shall be permitted to run off from the development on to the strategic road network or into any drainage system connected to the strategic road network. No drainage connections from any part of development shall be made to any strategic road network drainage systems.

Reason: In the interest of the safe and efficient operation of the A303 trunk road and to protect the integrity of the A303 trunk road drainage asset in accordance with DfT Circular 01/2022.

Boundary treatments and landscaping

Prior to the development being brought into use, a boundary treatment and landscaping plan in respect of the strategic highway boundary shall be submitted to and approved in writing by the local planning authority (in consultation with the strategic highway authority). The plan shall include as a minimum:

- a) details of the fencing type, location, construction method and maintenance schedule;

- b) details for management of existing boundary planting to include an Arboricultural Tree Survey and Tree Protection Plan with a method statement for any works required to address the removal, retention and management of trees along this boundary;
- c) details of any proposed new planting including location, species mix, maintenance method statement and schedule;
- d) details of any other screening feature, location, construction method and maintenance schedule.

All works shall be implemented in accordance with the agreed plan prior to development being brought into use and maintained as such thereafter.

Reason: in the interest of the safe and efficient operation of the A303 trunk road and to protect the integrity of the A303 trunk road asset in accordance with DfT Circular 01/2022.

External Lighting

All external lighting shall be designed and implemented to be in a downward facing position at all times and maintained as such thereafter.

Reason: in the interest of the safe and efficient operation of the A303 trunk road in accordance with DfT Circular 01/2022 and to mitigate any adverse impact from the development on A303 trunk road safety.

Delivery and Service Management Plan

Prior to the development being brought into use a Delivery and Service Management Plan shall be submitted to and approved in writing by the local planning authority (in consultation with the strategic highway authority). Servicing and deliveries shall be managed in accordance with the agreed plan for the duration of use.

Reason: In the interest of the safe and efficient operation of the A303 trunk road in accordance with DfT Circular 01/2022

Informative

The highways schemes associated with this consent involves works within the public highway, which is land over which the applicant has no control. National Highways will therefore require the applicant to enter into a suitable legal agreement to cover the detailed design and construction of the works. Please contact ThirdpartyworksSWarea@nationalhighways.co.uk at an early stage to discuss the details of the highways agreement and funding arrangements.

Commencement of works will also need to be timed to fit in with other road works on the strategic road network or local road network to ensure there are no unacceptable impacts on congestion and road safety. The scheme will also require traffic orders which are subject to a minimum 12 week process.

Please be advised that National Highways may charge Commuted Sums for maintenance of schemes delivered by third parties. These will be calculated in line with HM Treasury Green Book rules and will be based on a 60 year infrastructure

design life period

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.