



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 Joe Richardson)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2026/00522

Location: Salisbury Antiques Centre, 84 Wilton Road, Salisbury, SP2 7JJ

Proposal: Proposed repurposing with modifications of existing building for change of use for retail, showroom, office and residential

National Highways Ref: NH/26/15186

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: 10 March 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/2026/00522.

Reasons

The application is seeking a change of use to repurpose the existing Salisbury Antique Centre building from retail with one residential unit, to a mix of retail, office and residential.

We understand retail floorspace currently comprises 1019sqm and the residential unit 154sqm. The proposals will reduce the retail floorspace to 307sqm on the ground floor, provide 511sqm of office space on the first floor, and create two further residential units with a combined floorspace of 185sqm whilst retaining the existing residential unit.

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

In terms of the traffic impact of the proposed development, National Highways does not have an in-principle objection to the proposed change of uses on site and considers that, on balance, the proposals are unlikely to result in a material difference in the number and type of vehicle movements that could already be generated by the site's existing retail and residential permissions.

However, whilst the application form answers no to whether a new or altered vehicular access is proposed from the public highway, the supporting documents and plans all refer to proposals for a new connection onto the A36. Although the Planning Statement at paragraph 2.3 suggests an access onto the A36 is existing this is incorrect. The application site is currently served only by Canadian Road, which connects to the A36 via a priority T-junction in close proximity to the development. A review of available collision data does not suggest a collision history associated with the use of the existing access and A36/Canadian Road junction. No design details in respect of the proposed new A36 connection appear to have been provided other than its inclusion in the proposed block plan.

National Highways considers that the provision of a new connection to the A36 in this case is unacceptable as it does not comply with policy contained with DfT Circular

01/2022 *The strategic road network and the delivery of sustainable development* or the standards set out with the Design Manual for Roads and Bridges (DMRB). In particular:

the Circular makes clear at para 21 that the preference will always be that new development should make use of existing junctions – in this case the development is already served by Canadian Road;

in terms of the relevant DMRB standard CD123 *Geometric design of at-grade priority and signal-controlled junctions*:

- new connections should be avoided where possible and direct accesses to the trunk road should be strictly limited (para 2.29.1)
- new connections should not be provided where it is feasible to provide access via the local road network (para 4.1.1) – in this case access can continue to be provided via the existing arrangements from Canadian Road
- the development doesn't meet the criteria for a direct access at set out at para 4.1
- the proposed connection is also considered unlikely to meet design requirements in respect of visibility, geometric layout, vehicle swept paths and conflicts with other existing accesses.

National Highways view is that the applicant needs to reconsider the proposed parking and access arrangements for the development, such that the existing access onto Canadian Road is utilised.

Summary

National Highways considers a proposed new connection onto the A36 is unacceptable on policy grounds and it has not been demonstrated the necessary design standards can be achieved. The applicant therefore needs to consider an alternative access and parking arrangement.

The plans as currently submitted conflict with the application form and the development sought in respect of connections to the public highway.

Recommendation

National Highways recommends that Wiltshire Council should not grant permission in respect of application reference PL/2026/00522 for a period of 6 months from the date of this recommendation.

This is to allow time for the applicant to submit alternative proposals in respect of site access arrangements as it has not been demonstrated that a proposed new connection onto the A36 trunk road complies with either DfT Circular 01/2022 policy or the design standards within the Design Manual for Roads and Bridges, and is therefore considered unacceptable by National Highways.

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.