



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: 17 April 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/2026/00522.

Reasons

Background

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 that 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, in our initial response to the planning authority dated 10 March 2026, we identified a number of areas of concern with regards the proposed access arrangements and proposals for a new vehicular connection to the A36 Wilton Road. Our comments below should therefore be read in conjunction with our previous response.

Update

The applicant has submitted a revised Site Block Plan as Proposed, drawing number HFD-SW-08-00-03 Rev D01 which has removed any vehicular connection to the A36. An updated Transport Statement Rev A, dated April 2026 has also been provided

which likewise removes reference to a new A36 connection and relies on alterations to the existing access arrangements from Canadian Road only to serve the development. Both documents are dated 15 April 2026 on the planning authority's online planning portal.

On the basis of these updated documents, National Highways considers that the proposed development is unlikely to result in a material change to existing traffic conditions on the A36 trunk road. As previously stated, a review of available collision data does not suggest a collision history associated with the use of the existing access arrangements on Canadian Road or in respect of the A36/Canadian Road junction. We therefore consider that the development is unlikely to result in an unacceptable or severe impact on the SRN (in safety or capacity terms) compared to existing conditions.

However, whilst the Site Plan and Transport Statement have been revised and now appear to be consistent with the application form which answers no to whether a new or altered vehicular access is proposed from the public highway, the Planning Statement does not appear to have been revised. Therefore, for the avoidance of doubt, National Highways are recommending a planning condition in respect of site access arrangements. We are however willing to consider any alternative condition wording the planning authority may wish to propose which secures the same or greater protection for the SRN.

Recommendation

National Highways recommends that a planning condition should be applied to any permission Wiltshire Council is minded to grant in respect of application reference PL/2026/00522 to the effect that:

The development shall be accessed via Canadian Road only, and there shall be no vehicular connection to the A36 trunk road (Wilton Road).

Reason: In the interest of the safe and efficient operation of the A36 trunk road, in accordance with requirements of DfT Circular 01/202 and the Design Manual for Roads and Bridges.

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.