



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 Daniel Jacobs)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2025/08908

Location: Harfield, Warminster Road, South Newton, Salisbury, SP2 0QW

Proposal: Installation of a pair of inward-opening aluminium double-leaf driveway gates, set between the existing brick piers

National Highways Ref: NH/26/14394

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: 20 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/2025/08908.

Reasons

The application is seeking permission to install automated gates at the entrance to a residential property known as Harfield which is currently served by a direct access from the A36 Warminster Road. The existing site layout allows for vehicles to freely enter and exit the site.

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

National Highways provided an initial recommendation to the planning authority on 26 January 2026 advising that, whilst we had no objection in principle to the erection of gates to the property, we needed to be satisfied that they would be sufficiently set back from the A36 to ensure a vehicle can completely exit the highway to safely wait for the gates to open when entering the property, without it overhanging the A36. Otherwise the development could present a road safety concern as it could obstruct mainline traffic flow and increase the risk of collisions occurring. In this case the highway includes both the main carriageway and the bus stop entry taper, to ensure buses can approach the stop and dock correctly. Our updated recommendation below should therefore be read in conjunction with our previous comments.

The applicant has submitted further information provided to National Highways under cover of an email from the local planning authority on 15 April 2026. This comprises a Response Statement and Proposed Plan HDG002 Rev A (dated 3 April 2026).

The location of the proposed gates as shown on the revised Proposed Plan Rev A now shows the gates set back further within the property, such that sufficient set back can be achieved to meet National Highways requirements. The revised siting will provide a minimum of 5.32 metres between the gates and the kerbline (accommodating the bus stop entry taper). We have noted that the revised proposal will reduce the width between the gate piers for the vehicle entrance to 3.455 metres. The applicant should be aware that National Highways design standard stipulates that for a single dwelling direct access no less than 3.1 metres width should be provided and no further reduction in width would therefore be acceptable.

Summary

National Highways has no objection to the proposed entry gates on the basis of the revised proposals now presented, but for the avoidance of doubt we are recommending planning conditions. We are willing to consider any alternative condition wording the local planning authority may wish to propose, subject to it securing the same or greater degree of protection 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 reference PL/2025/08908 to the effect that:

1. A set-back distance of not less than 5.32 metres shall be provided between the vehicle entrance gates and the A36 carriageway kerbline (including the bus stop entry taper), and the gate entry width shall be no less than 3.1 metres. Distances shall be maintained as such thereafter.

Reason: in the interest of the safe and efficient operation of the A36 trunk road, in accordance with DfT Circular 01/2022.

2. The gates shall be hung to only open inwards into the development site and shall be maintained in that condition at all times thereafter.

Reason: in the interest of the safe and efficient operation of the A36 trunk road, 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.