



National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Regional Director, South West Operations Division, National Highways
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To: Wiltshire Council
FAO Joe Richardson

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

Council's Reference: PL/2024/09976

Location: Land off Southampton Road and Junction Road, Alderbury, Wiltshire

Proposal: Outline planning permission with all matters reserved apart from details of access from Southampton Road, for a residential development of up to 28 dwellings, along with associated public open space, landscaping and biodiversity enhancements and a car park to serve the community allotments

National Highways Ref: NH/24/08795

Referring to the consultation of the planning application referenced above, in the vicinity of the A30 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 not propose 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.

Signature: *G Gallacher*

Date: 13 May 2026

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Annex A **National Highway's 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/2024/09976.

Reasons

The application is seeking consent in outline for a speculative development comprising 28 dwellings with associated works, including a new access to be provided from Southampton Road which forms part of the local highway network.

National Highways primary interest is the ongoing safe and efficient operation of the SRN which comprises the A36 and it is in that context that our comments are made. Southampton Road provides two connections to the A36, via an at-grade junction to the north (which does not provide for right turning movements onto the A36), and via a grade-separated junction near Whaddon to the south which provides for all movements. The A36 in this location is dual carriageway and subject to the national speed limit, but immediately north-west of the northern junction towards Salisbury it reverts to single carriageway with a 40mph speed limit. Available collision data does not suggest that there is a pattern of collisions at either junction that would present a significant road safety concern.

National Highways provided an initial response to the planning authority on 26 November 2024. Our updated recommendation below reflects revised proposals from the applicant, including a reduced number of dwellings and altered site layout, but should be read in conjunction with our previous comments.

Assessment of traffic impact

The A36 corridor, particular towards Salisbury, operates under constraint during network peak periods. It was therefore necessary for the application to be supported by an assessment of traffic impacts which should consider the operation of the SRN in accordance with DfT Circular 01/2022, particularly with regards cumulative development impacts given other speculative development proposals that have come forward within Alderbury in recent years.

A revised Transport Assessment prepared by Mayer Brown and dated April 2026 has been submitted based on the 28 dwellings for which permission is now sought. This reflects pre-application engagement undertaken by Mayer Brown with National

Highways and the previously accepted Transport Assessment dated September 2024 based on 47 dwellings.

National Highways remains of the view that the development is unlikely to result in an unacceptable or severe impact on the A36, in safety or capacity terms, in accordance with the NPPF.

Nonetheless, we will expect Wiltshire Council to secure robust travel plan measures to encourage and support the take up of sustainable travel modes.

Operational asset impacts

The site is in relatively close proximity to the A36, and has the potential to impact on the operational highways asset. It is therefore necessary for us to be satisfied that the proposals reflect the requirements of DfT Circular 01/2022 in this regard. We note that the indicative site layout has been amended to reflect the reduced number of dwellings now proposed.

Surface water drainage

The applicant has provided an updated Flood Risk Assessment and Drainage Strategy (FRA and DS) report which reflects the revised illustrative site layout and the reduction in the number of surface water outfalls to one.

The FRA and DS includes the identification of flood risks, the greenfield surface water run-off rate calculation, desk top ground infiltration assessment, the outline surface water drainage layout, drainage hydraulic calculations up to and including a 1 in 100-year storm event plus 45% for climate change, flow and pollution control methods, and the likely flood exceedance routes. We note that attenuation for surface water run-off will utilise an underground crated storage system and restrict the surface water discharge flow rate in-line with the greenfield QBAR run-off rate of 1.8l/s. The applicant has also included a vortex separator to manage pollution control from the development site. On this basis, we consider that the development is unlikely to adversely impact National Highways downstream 300mmØ pipe that crosses under the A36.

The only outstanding part of the FRA and DS is the provision of the maintenance schedule for the drainage system, which the applicant considers can be addressed by planning condition.

Therefore, whilst National Highways has no objection to the proposed drainage strategy, given the potential for impacts on the A36 and the associated culvert crossing, and that the proposals are in outline only at this stage, we would welcome an opportunity to review the detailed drainage design and associated maintenance schedule, to satisfy ourselves that no changes will be made to the design that would affect National Highways drainage assets. We are therefore recommending a condition to this effect.

Screening and noise

National Highways is satisfied that the proposed development is unlikely to impact on the highways soft estate. However, we would wish to stress that National Highways estate must not be relied upon to contribute any screening mitigation to the

development. As such the developer must ensure that all required and desired mitigation is provided within the development or by a site boundary feature proposed as part of the development.

The planning authority will need to be satisfied that the development will be sustainable in noise terms and that the Noise Impact Assessment and the identified acoustic measures are sufficient, such that National Highways does not receive complaints from residents in future related to traffic noise from National Highways network. WHO guidelines, which are congruent with BS 8233:2014, advise that “To protect the majority of people from being seriously annoyed during the daytime, it is recommended that the sound pressure level on balconies, terraces, and outdoor living areas should not exceed 55dB LAeq for a steady continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor noise level should not exceed 50dB LAeq.” National Highways will not take responsibility for dealing with complaints from future residents should the development fail to deliver measures that adequately mitigate for the impacts of traffic noise.

Summary

National Highways has no objection to the proposed development, subject to planning conditions. We would also advise the planning authority to secure robust travel plan measures to support and encourage the take up of sustainable travel modes, and to satisfy itself that the development is sustainable in noise terms.

Recommendation

National Highways recommends that a planning condition should be attached to any permission Wiltshire Council is minded to grant in respect of application reference PL/2024/09976 to the effect that:

Prior to the commencement of development a detailed design for the treatment of surface water drainage shall be submitted to and approved in writing by the local planning authority (in consultation with the strategic highway authority). 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 the development shall be made to any strategic road network drainage systems. Surface water drainage measures shall be implemented in accordance with the agreed design and maintained as such thereafter.

Reason: in the interest of the safe and efficient operation of the A36 trunk road and to protect the highways drainage asset in accordance with DfT Circular 01/2022.

National Highways also offers the planning authority advice to secure robust travel plan measures to support and encourage the take up of sustainable travel modes, and to satisfy itself that the development is sustainable in noise terms

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 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the Switch and Improve criteria as set out in clause 4.3 of PAS2080:2023 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

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.