



National Highways Planning Response (NHPR 26-09) 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 Georgina Wright)
developmentmanagement@wiltshire.gov.uk

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

Council's Reference: PL/2026/04983

Location: Chicklade Service Station, Chicklade, Salisbury

Proposal: Extended parking area for the approved Electric Vehicle Service Station at Chicklade (part-retrospective)

National Highways Ref: NH/26/17745

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: 22 September 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/2026/04983.

Reasons

Development Proposals and Background

The application is seeking an additional parking area comprising 42 parking spaces to serve the redevelopment of the Chicklade Service Station approved under PL/2022/06298 and also subject to a s73 application reference PL/2025/10020 still to be determined. No changes are proposed to the previously approved facilities building or the facilities offer.

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. Having reviewed the submitted documents we make the following comments.

Traffic Impact of the Proposed Development

The application is supported by a Transport Assessment (TA), prepared by Odyssey and dated June 2026. This has considered the potential trip generation associated with an additional 42 parking spaces and we consider that the methodology applied is acceptable. However, we note that in considering the trip generation for the consented services application PL/2022/06298, it has referenced the August 2022 TA prepared by Vectos rather than the subsequent two Post-Application Response notes and the revised methodology and trip generation therein. National Highways has therefore applied the trip generation presented by Odyssey for the proposed extended parking area with the previously accepted trip generation for the consented services. On this basis, we consider that the developments combined are unlikely to result in trip generation that would be materially greater than that which could have been generated by the previous land use (petrol filling station with shop and café/restaurant). The modelling of the improved A303 access junction undertaken as part of PL/2022/06298 also demonstrated that the junction would continue to operate within capacity in a worst case scenario equivalent to the combined trip generations from both elements of the development. We therefore consider that the proposal, once the A303 access junction improvements are implemented, is unlikely to result in an unacceptable or severe impact on the SRN in safety or capacity terms.

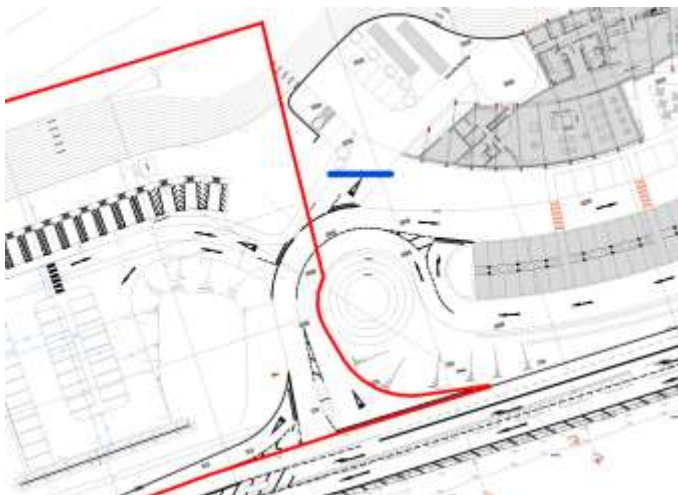
However, we are recommending a planning condition to ensure that the extended parking area remains for parking and EV charging use only, ancillary to the redeveloped Chicklade Services consented under PL/2022/06298 to ensure that the overall development impact remains in line with that for which a transport assessment has been provided and agreed.

Site Access Arrangements

It is noted that the extended parking area will be accessed from the internal access road serving the parent development and provided as part of the approved site access arrangement from the A303 under PL/2022/06298. We are aware that the applicant and their consultants are actively engaged with National Highways to progress the detailed design and s278 agreement necessary to implement the A303 access works which are required to be completed prior to the development being brought into use.

Pedestrian Routing

Whilst pedestrian routes have been identified within the extended parking area, there is no clearly marked route for pedestrians to navigate from the extended parking area across to the facilities building. National Highways considers that there should be a continuation of the path and a marked crossing point to ensure pedestrians can safely cross over the servicing/deliveries road and on to the facilities building (for example around the point shown in blue in the plan extract below), and do not attempt to cross or walk along the main access road, increasing the risk of pedestrian/vehicle conflict. We consider this could be addressed by planning condition but we are willing to review any further information the applicant wishes to submit prior to determination.



Surface Water Drainage

We have reviewed the applicant's Flood Risk Assessment and Drainage Strategy report which includes an assessment of the flood risks to and from the development site, description of the drainage strategy, topographical survey, ground investigation and infiltration results, greenfield surface water run-off calculation, maintenance schedule, hydraulic calculations detailing the flood performance of the proposed drainage network up to & including a 1 in 100-year storm event plus 45% increase for

climate change, and the outline surface water drainage layout plan including the likely flood routes for storm events that exceed a 1 in 100-year storm event plus climate change. This development's surface water drainage will discharge to an underground crated soakaway system via an oil interceptor, as set out in Drainage Plan 12718-D-116 P2.

Subject to the drainage arrangements being implemented in accordance with the submitted plan, National Highways is satisfied that an acceptable method for the treatment of surface water drainage has been provided.

Landscaping and Screening

The applicant has provided a Hard and Soft Landscape Plan with planting details. A Native Mixed Hedge is proposed which appears to be set back behind the visibility splay for the site access onto the A303. The proposed planting species mix appears acceptable but we consider that a condition may be necessary to ensure the required visibility splay is maintained at all times.

Further within the site, the extended parking area is proposed to be screened from the A303 by an earth bund with a Native Mixed Hedge on top. No dimensions appear to have been provided for the bund. Nonetheless, we consider that this arrangement will be inadequate to protect A303 traffic from potential headlight glare from vehicles manoeuvring within the parking area. We therefore consider that a close boarded fence will need to be added to the bund and hedge, which would be consistent with the screening arrangement agreed for the consented eastern parking area.

An area of Native Scrub planting is proposed to the south-east of the extended parking area in proximity to the A303. We note that this includes *Ligustrum vulgare* in the mix which is a species which should not be planted in proximity to the SRN. Likewise, *Prunus avium* is proposed in proximity to the SRN. Again, these species should either be replaced or their set back from the SRN boundary confirmed. For the applicant's benefit we would advise that, for reasons of liability and maintenance, the following species must not be placed within 10m of National Highways 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)*

However, we consider that the above matters can all be addressed by planning condition to secure the agreement of a boundary and landscaping plan, to be agreed and implemented prior to the development being brought into use. We are however willing to consider any further information the applicant wishes to submit prior to determination.

Internal signing

We note that a separate application is currently under consideration in respect of signing for the previously consented development. Should the planning authority be minded to approve the application for the extended parking area, then further internal directional signing will be required. If the majority of non-EV parking is to be provided only within the extended parking area, the applicant may wish to give consideration to dedicated signage for non-EV drivers to utilise the extended parking area, minimising right turning movements across incoming development traffic.

Summary

National Highways has reviewed the submitted documents and has no objections to the proposed development subject to planning conditions which we consider necessary to protect the safe and efficient operation of the A303 trunk road.

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/2026/04983 to the effect that:

1. The extended parking area shall be for car parking and EV charging ancillary to the redeveloped Chicklade Services only and shall be for no other use.

Reason: in the interest of the safe and efficient operation of the A303 trunk road and to ensure that development trips remain in line with those for which an assessment of traffic impact has been submitted and accepted.

2. The extended parking area shall not be brought into use unless and until a safe and suitable pedestrian route and crossing point between the extended parking area and the services facilities building has been submitted to and approved in writing by the local planning authority. The crossing should ensure pedestrians are able to safely navigate from the extended car park to the facilities building without coming into conflict with vehicles entering or exiting the development from the A303.

Reason: in the interest of the safe and efficient operation of the A303 trunk road and the safety of site users.

3. 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 of proposed new planting including location, species mix, maintenance method statement and schedule. This shall include details to confirm that the required A303 access junction visibility splay shall be protected and maintained;
 - c) details of any other screening feature (eg bund), location, construction method and maintenance schedule.

All works shall be implemented in accordance with the agreed plan prior to the 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.

4. All external lighting shall be designed and implemented to be in a downward facing position at all times and maintained as such thereafter, to minimise any light spill impacting on the A303 trunk road.

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.

Standing advice to the local planning authority

The UK Government has committed to achieving net zero greenhouse gas emissions by 2050 through amendments to the Climate Change Act 2008. The National Planning Policy Framework (NPPF) supports this objective, with Chapter 5 recognising the need to support the transition to a low carbon future and contribute to achieving net zero by 2050. Policies CC2 and TR3 promote sustainable patterns of movement, reduce reliance on the private car and seek to ensure that significant development is located where it offers a genuine choice of transport modes.

Policies TR3 and TR4 also advise that opportunities to improve walking, wheeling, cycling and public transport should be taken up as part of a vision-led approach to creating sustainable, inclusive and well-connected places.

These considerations should be weighed alongside any relevant Development Plan policies to ensure that planning decisions support sustainable travel patterns and align with the transition to net zero by 2050.