

LAND ADJACENT TO 2 OLD SARUM COTTAGES, PORTWAY, SP4 6BY



Proposed siting of 23 containers to be used for self storage, installation of a perimeter fence, landscaping and parking (resubmission)

PLANNING AND HERITAGE STATEMENT

February 2026

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1. Introduction

- 1.1 This Planning Statement is submitted in support of a planning application to create container storage on land adjacent to no.2 Old Sarum Cottages, Portway, to include the siting of 23 containers for self storage, installation of a perimeter fence, landscaping and parking. This application is a resubmission of withdrawn application PL/2025/07869.
- 1.2 This Planning Statement demonstrates how the proposals comply with Wiltshire Core Strategy Policy 57: 'Ensuring High Quality Design and Place-Shaping' in that they will respect the setting and character of site and the amenity of neighbouring sites. The proposed development is an alternative to the previously approved residential scheme.
- 1.3 The application comprises the following plans and documents:
- Completed application form
 - Plans
 - BNG small sites metric and BNG Statement
 - This Planning and Heritage Statement

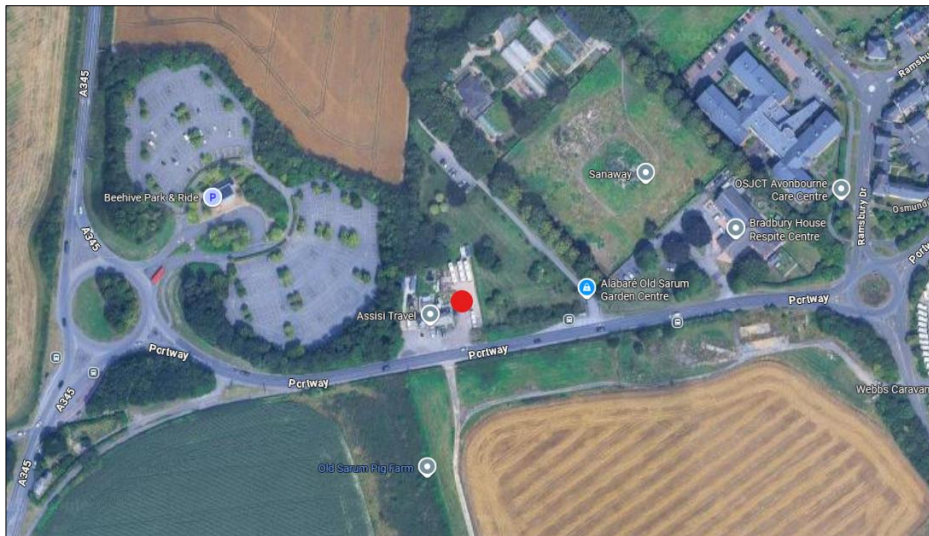
2. Site Context

- 2.1 The application site lies on the north side of Portway, outside of the settlement boundary but in close proximity to the built-up area of Old Sarum. The site currently comprises a parcel of land adjacent to no.2 Old Sarum Cottages that is used by Assisi Travel for the parking of coaches when they are not in use. The land has a wide open frontage onto the highway and is predominantly hardstanding with no significant landscaping.



View of the application site

- 2.2 Land uses in the immediate vicinity of the site are mixed. The two adjacent cottages are in residential use with the office of Assisi Travel adjacent to no.1 Old Sarum Cottages. To the west is the Beehive park & ride car park and to the east is the access to Alabre Learning Development Centre, then Bradbury House Respite centre, and beyond that the mixed residential and commercial area of Old Sarum.

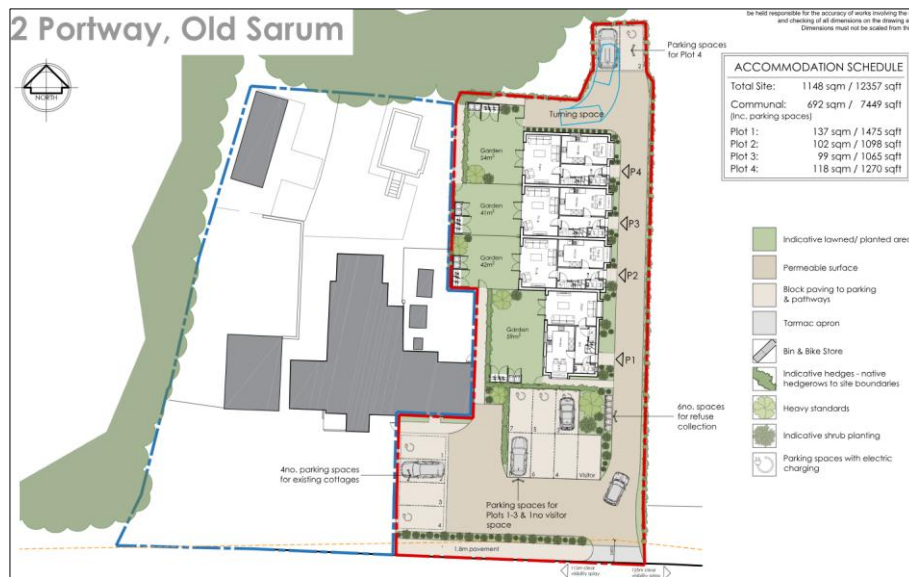


Aerial view of the site and surroundings (www.google.co.uk)

- 2.3 The application site is located in flood zone 1, with no risk of flooding from any sources.
- 2.4 The application site itself does not contain any heritage assets. The site is located opposite the boundary of the Old Sarum Conservation Area. The closest listed building is located 260m to the southwest of the application site and the scheduled ancient monument of Old Sarum is located 850m to the southwest.

3. Relevant Planning History

- 3.1 In April 2021 the land received planning permission for the construction of 6 dwellings (20/09977/FUL), but was not implemented. In June 2022 planning permission was granted on the application site for the construction of four dwellings with parking, amenity areas and new access road (reference PL/2022/01048).



Approved site plan extract application PL/2022/01048

- 3.2 Other planning history relates to using the land for the parking of coaches when not in use (applications S/2007/2339 and 17/03767/FUL).
- 3.3 The land opposite the application site is allocated for new development within the Wiltshire Core Strategy Core Policy 25. In April 2025 an appeal was allowed for an outline application with all matters reserved except for access comprising residential, commercial and leisure development (application reference PL/2023/07368 and appeal APP/Y3940/W/24/3353040). The approved masterplan includes 'Area A' opposite the application site.



(Concept Master Plan Area A – site plan extract PL/2023/07368)

environment. The environmental role requires protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change.

- 5.2 The NPPF confirms that there is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.3 Section 6 of the NPPF 'Building a strong, competitive economy' requires planning policies and decisions to help create conditions in which businesses can invest, expand and adapt.
- 5.4 Paragraph 87 of the NPPF requires policies and decisions to recognise specific locational requirements of different sectors, including the provision of storage and distribution operations.
- 5.5 Paragraph 129 of the NPPF requires that planning decisions should support development that makes an efficient use of land, taking into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting.
- 5.6 Paragraph 131 of the NPPF confirms that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and helps make development acceptable to communities.
- 5.7 Paragraph 205 of the NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Paragraph 208 advises where proposals would lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposals including, where appropriate, securing its optimum viable use.

Local Planning Policy

- 5.8 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 sets out that applications for planning permission must be

determined in accordance with the development plan, unless material considerations indicate otherwise.

- 5.9 In this instance, the Development Plan comprises the Wiltshire Core Strategy (adopted January 2015);
- 5.10 The Wiltshire Core Strategy sets out a number of strategic objectives for the County. These include;
- Delivering a thriving economy
 - Addressing climate change
 - Providing everyone with access to a decent, affordable home
 - Protecting and enhancing the natural, historic and built environment
- 5.11 Core Strategy Policy 1: Settlement Strategy – sets out the settlement strategy for new development in the District. It identifies where sustainable development will take place to improve the lives of all those who live and work in Wiltshire. These comprise Principal Settlements, Market Towns, Local Service Centres and Large and Small Villages.
- 5.12 Core Strategy Policy 23: Spatial Strategy: Southern Wiltshire Community Area - sets out the housing and employment requirements for the Community Area over the Plan period. Old Sarum is identified as a mixed use allocation and a principal employment area. Old Sarum is also referred to in core policy 20 for the Salisbury Community Area and core policy 25 Old Sarum Airfield. Storage and distribution are land uses listed under the strategic allocation for Longhedge (Old Sarum).
- 5.13 Core Strategy Policy 50: Biodiversity and Geodiversity – requires development proposals to demonstrate how they protect features of nature conservation as part of the design rationale. In this case the application site does not lie within any designated nature protection sites and there are no known protected species on the application site.
- 5.14 Core Strategy Policy 57: Ensuring High Quality Design and Place-Shaping – requires a high standard of design for all new developments, including the creation of a strong sense of place through drawing on the local context and being complementary to the locality.
- 5.15 Core Policy 58: Ensuring the Conservation of the Historic Environment – requires new development to protect, conserve and where possible enhance the historic environment. The policy confirms that designated heritage assets and their settings will be conserved and where appropriate enhanced in a manner appropriate to their significance.

- 5.16 Core Policy 67 'Flood Risk' supports a sustainable approach to surface water drainage with development expected to incorporate SuDS wherever possible.
- 5.17 Laverstock and Ford Communities Neighbourhood Plan (2022) – Requires development to protect and enhance its semi-rural character, landscape, connected green spaces and access to the countryside. Policy 1 seeks to retain Old Sarum as a discrete settlement, development must preserve the green buffer between Salisbury and Old Sarum. Policy 2 seeks protection and enhancement of the distinctive landscape character, development is to be appropriate to their scale and location, have regard to the Landscape Sensitivity Assessment (the application site isn't specifically referenced in the assessment, views from the Old Sarum ancient monument east towards the parish mentions Portway in the foreground), provide an improvement to wildlife habitats. Policy 4 requires the design of new development to improve the quality of the built environment of the parish.
- 5.18 Laverstock and Ford Parish Design Guide 2021 requires development to consider the visual context of the surrounding landscape. Structures should be limited to a maximum height of 10m. Additional planting is to be included in a landscape strategy to demonstrate design principles and management/maintenance requirements. It is supportive of boundary planting to visually screen development from the wider landscape.

6. Design Considerations

Use

- 6.1 Assisi Travel currently use the application site for the parking of coaches when they are not in use. As such the site is already accustomed to commercial activity and is an area of brownfield land.
- 6.2 Although the application site falls outside of the strategic allocation for Old Sarum, the proposal is to use the site for storage containers, use class B8, which accords with the uses sought for Old Sarum. The NPPF aims to deliver a strong and competitive economy and is supportive of decisions that will help create conditions in which businesses can invest, expand and adapt. It also requires LPAs to recognise specific locational requirements of different sectors, including storage and distribution. The application site's location on the edge of an existing settlement, with direct access onto the main highway, is an ideal location for a small storage container site and will be consistent with the mixed uses within Old Sarum.

Amount and Scale

- 6.3 The site does not currently contain any built form. The proposal includes the siting of 23 container units with a typical height of 2.59m. The containers will be laid out as single units rather than stacked to ensure the scale of development respects the scale of the adjacent buildings. Once positioned on site the intention is for the storage containers to be accessed by vans rather than HGVs.
- 6.4 It is considered that the proposed quantum of development is appropriate with regards to making efficient use of the land available and preserving highway safety and the amenity of adjacent buildings.



Proposed street scene extract (barclay + phillips archiects)

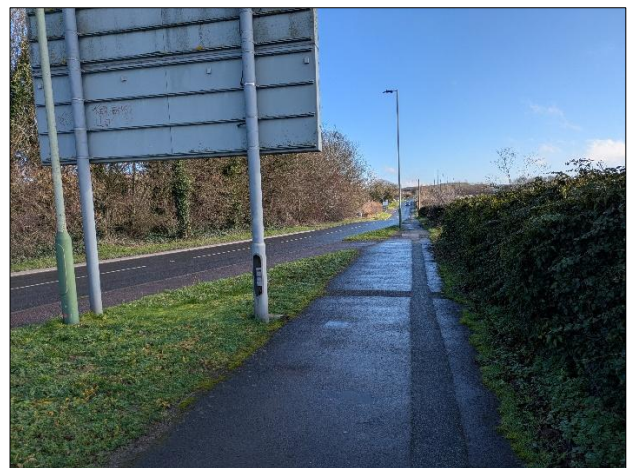
Layout

- 6.5 The proposed layout seeks to make efficient use of an existing area of hardstanding. The container units will be positioned towards the rear of the site, with parking area and soft landscaping to the front. The set back position aligns with the building line of the two cottages to ensure the site frontage remains open and softened with landscaping. As per the Neighbourhood Plan policy 1 the proposed layout respects the settlement boundary of Old Sarum and the green buffer between the settlement and Salisbury.
- 6.6 The existing access onto the highway will be developed to include a 1.8m wide pavement across the front and soft landscaping to separate the site frontage from the hardstanding at the front of the two cottages.

Appearance

- 6.7 Core Policy 57, the neighbourhood plan and design guidance requires new development to consider the landscape context, protect the semi-rural character of the area and improve the

built environment of the parish. The container units will be of a standard size and design. A perimeter fence and gates will ensure the site is secure. The single storey scale of the storage units will have a lower profile than the adjacent buildings and the proposed landscaping will create an attractive frontage and streetscene along Portway. The 1m landscape strip to the east boundary will provide greenery to soften the appearance of the storage containers when viewed from the east along the highway and the neighbouring sites. Existing close up views into the site are limited by existing vegetation along the highway and the buildings.

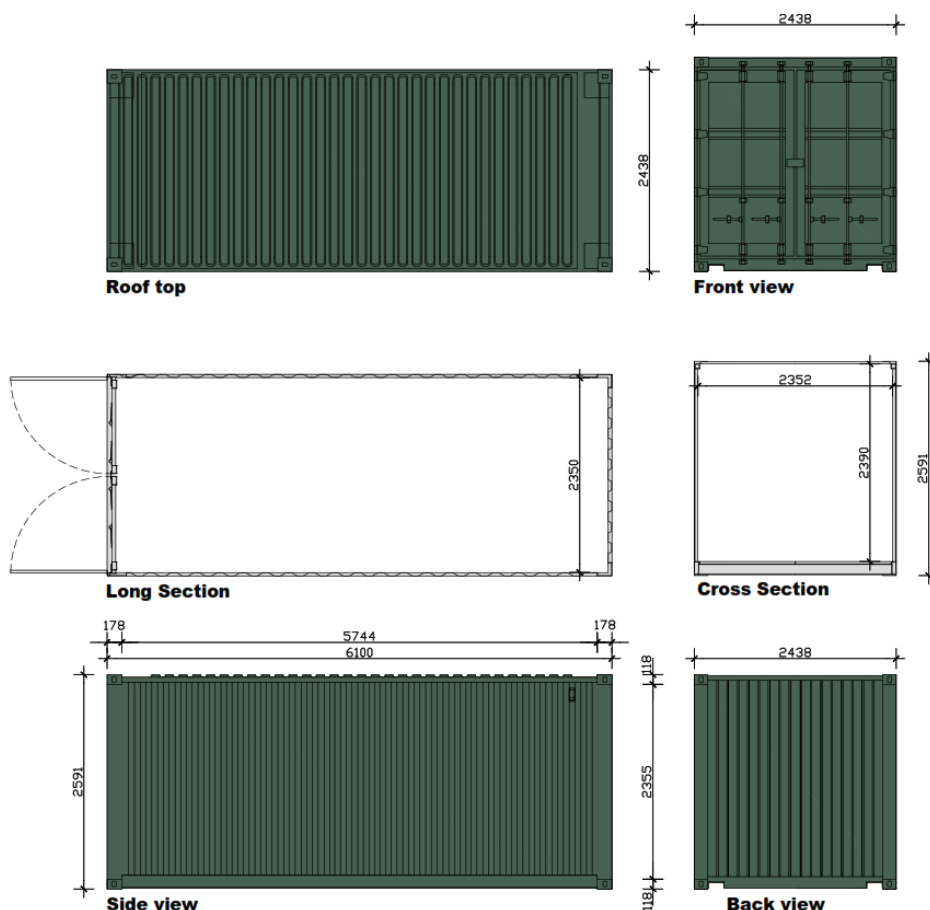




Photos of views towards the application site

- 6.8 The visibility of the application site within long distance views and across the conservation area are set out in the submitted photo montage. It is clear that the small scale nature of the proposed development will not have a significant visual impact on the wider landscape character due to the intervening landscape, vegetation and the undulation of the land. As set out in the heritage statement below, the application site is largely experienced within the context and backdrop of the development at Longhedge and the industrial buildings along Portway, therefore development of the application site with low level storage containers will not significantly alter the landscape character of the area.
- 6.9 Existing soft landscaping on site is limited and the proposals are carefully designed to enhance the visual appearance of the site and improve its ecological value. The proposed soft landscaping to the front of the site and along the boundaries will provide natural screening and complement the existing verge and backdrop of trees, thus preserving the verdant setting of the site and enhancing the appearance of the site in close up and long distance views.

6.10 The proposals also take into consideration the outline permission for development on land opposite. The Inspector's report indicates that the masterplan is expected to be adhered to when reserved matters are under consideration, and the current proposal is to retain boundary hedgerows to Portway and new dwellings are to be set back from the highway with a separation distance of over 35m from the application site and over 50m from the proposed storage containers. The proposed landscaping and set back position of the storage containers will ensure the proposed development will complement the approved Area A development on the opposite side of the road and the proposed footway will contribute to the connectivity of the site. The surrounding area includes a mix of residential and commercial uses, therefore a storage facility in this location will be seen within the mixed context and the backdrop of the existing settlement. The proposed location, low scale and enhanced landscaping will ensure the development will appear appropriate for the character of the area in accordance with policy 57, policy 2 of the Neighbourhood Plan and the design guidance.



Typical container plan extract (Barclay + phillips architects)

Access

- 6.11 The site is in a highly accessible location for a container storage site with direct access on to the main highway of Portway and within close proximity to A345.
- 6.12 The application site is already established as a coach parking site and as such is accustomed to large vehicles manoeuvring onsite. The proposed change of use has the potential to improve highway safety with the reduction of coaches in the area. The application site is of a sufficient size to provide parking and manoeuvring space for vans attending the proposed storage units, therefore the proposal will not have a material impact on the local road network.

7. Heritage Statement

- 7.1 The application site does not contain any heritage assets but it is located within the setting of designated heritage assets. The boundary of the Old Sarum Airfield Conservation Area is located opposite the application site. Beehive Cottage is a grade II listed building located to the southwest of the application site. The official list entry states;

“Toll house, now cottage. Mid C19. Knapped flint with brick, Welsh slate roof with brick stack. T-plan. 2-storey, 2-window front has Welsh slate-hung first floor and central triangular-headed door with triangular-headed casements either side, now inside full-width glazed porch. Right return has 2-light and single triangular-headed casement to ground and first floors. Left return has one 2-light triangular-headed casement to both floors. Front part has three-brick plat band at first floor level. Rear part of cottage abuts wider front part and copies style of windows; rear has triangular-headed door and one 2-light triangular-headed casement to first floor. Interior not inspected. Cottage occupies prominent position at the junction of the Portway and the A345. The Salisbury - Amesbury toll road was completed by c1850.”

Further southwest is the scheduled ancient monument (SM) of Old Sarum hillfort, which dates from the Iron Age period and is the likely site for the Roman town of Sorviodunum, as well as the location of a medieval motte and bailey castle occupying a strategic position dominating the immediate locality. Old Sarum motte and bailey is recorded to be a well preserved example of its class and is a prominent feature within the landscape around Salisbury.



Wiltshire Planning Explorer map extract (www.wiltshire.gov.uk)

- 7.2 The planning application seeks permission to site storage container units on an existing area of hardstanding. In considering the impact of the proposed development on the significance of the setting of the Conservation Area, grade II listed building and Old Sarum SM the proposal has been designed to minimise any potential harm. Although Old Sarum is in an elevated position, key views documented within the Landscape Sensitivity Assessment shows that the separation distance to the application site and the position of intervening hedgerows limits the visibility of Portway and the application site within views from the north east side of Old Sarum. The photos below demonstrate that in views of the application site from Old Sarum the built form of the industrial units along Portway and Longhedge are much more prominent and draw the eye more than the application site itself. Similarly, the existing separation distance and intervening vegetation between the application site and the Beehive Cottage is such that there is no direct relationship between the two sites. There are no public rights of way within the Conservation Area opposite the application site, however a public footpath runs along the southside of Portway and north edge of the Conservation Area.



Photo from the east side of Old Sarum, red arrow marking application site

- 7.3 The Conservation Area is currently included in the Wiltshire Core Strategy Core Policy 25 as an area to deliver a strategy that will enhance the Conservation Area with potential areas for development, including the pocket of land immediately opposite the application site. As detailed in the planning history in section 3 above, outline planning permission has been allowed at appeal for the development of Old Sarum Airfield, including 'Area A' opposite the application site as marked on the approved Concept Masterplan. The western boundary of Area A aligns with nos.1 and 2 Old Sarum Cottages and the application site. In allowing the appeal the Inspector considered the impact of the proposed Area A development on the designated heritage assets and their settings;

"80.from the ramparts of the SM the openness of the land at the foot of its slopes is of particular prominence, both visually and in terms of the character of the expanding wider view of the open low-lying countryside off to the north and east, which is part of the SM's setting.

81. But the Longhedge extension to Old Sarum now exists and is very much appreciated from the SM's ramparts... Whilst Area A is nearer to the SM than Longhedge, what is noticeable from the SM ramparts is that the built-up development to the north of the Airfield, including Castlegate Business Park, the mainly residential development north of the Portway, Longhedge and the Beehive Park & Ride is perceived visually as one block of development. Apparently, this will shortly be added to by the development of the site immediately to the north of the Park & Ride next to the A345.

82. ...the development here would be visually perceived as part of this block of development in the middle distance despite itself being nearer to the SM. The built development would not block

continued open views of the Airfield from the SM but would partially screen the industrial/commercial buildings behind it on the Business Park, which would not be a bad thing....

84. ...much thought has gone into the design and layout of the buildings in Area A and notably into the design of the landscaped vista and footpath or linear park running through the site that will form a visual extension of the original Roman road at the Portway defining its original alignment.

85. I consider this to be an important benefit of the proposed scheme for Area A. Whilst still illustrative, proposed Condition 3 states that the development shall be carried out in general accordance with the updated Design & Access Statement (D&AS) and the Design Code (DC), both of which contain substantial detail about Area A's design and layout, especially the visual extension of the Roman road, which will be obvious in views from the SM, combined with the more subtle approach to landscaping of the western boundary. As such I consider it would be difficult for any prospective purchaser of Area A, even if it was a volume housebuilder, to avoid complying with the details and the spirit of these quite detailed documents. The design of the Area A scheme set out in these documents is well thought out and of a high quality.

86. For these reasons I conclude that the development proposed in Area A would now be acceptable in that it would not unduly affect the setting of the SM or the Stratford-sub-Castle CA, nor the open character of the Airfield CA."



(Concept Master Plan Area A – site plan extract PL/2023/07368)

Although detailed planning permission is yet to be granted for the development of Area A, the Inspector's assessment clearly indicates that layout and design as approved in the Concept Master Plan Area A will be adhered to and development in this area will not impact the setting of Old Sarum SM. As the application site for the proposed storage containers aligns with the western boundary of Area A it is also reasonable to conclude that the development of the land adjacent to no.2 Old Sarum Cottages will be seen within middle distance views, it will not obscure views of the airfield and it will be seen within the context and backdrop of the existing built form to the east and north, therefore the proposals for the application site would also be acceptable and will not impact the setting of Old Sarum SM.



Photo from east side of Old Sarum and from Portway towards Old Sarum, annotated to show the application site (red arrow) and approved outline permission for 'Area A' (shaded blue)

- 7.4 Photos below taken from Castle Hill Country Park to the south of the application site and the southern edge of the Old Sarum Airfield conservation area show that the undulation of the land and existing vegetation largely obscures any views of the application site. Should the land within the conservation area obtain detailed planning permission, the new development will be more prominent in views from the country park than the application site.



View of the application site across the Old Sarum Airfield Conservation Area and from the top of the Castle Hill Country Park

- 7.5 In terms of the potential impact on archaeology the proposed perimeter fence will require small areas to be dug to install the posts, however the container units will be sited directly on the existing areas of hardstanding, minimising any land disturbance. An exploratory investigation of the site in 2022 did not record any archaeological deposits and no finds were recovered.
- 7.6 The single storage scale of the container units, alongside the proposed soft landscaping to the front of the site and along the boundaries will limit the visual impact of the container units on

the landscape and on the site's appearance in views from and to the setting of the designated heritage assets. The application site is already visible from the public footpath along the southside of Portway and currently views are of coaches and large areas of hardstanding. The proposed landscaping and appearance has been carefully designed taking into consideration the proposed development opposite and along Portway. The proposals are considered to be an improvement on the appearance of the site and will therefore not cause any harm to the setting of the Conservation Area, the listed building or Old Sarum SM or their significance in accordance with Core Policy 58 and the NPPF.

8. Conclusion

8.1 In having regard to the above considerations the proposals in this case are considered to constitute sustainable development for the following reasons;

- The proposed class B2 use for the siting of storage container units complements the mixed use of the adjacent settlement and is an appropriate use for an existing area of hardstanding,
- The proposed development is of an appropriate design and will preserve the character of the area and the amenity of neighbouring sites,
- The proposed development will preserve the setting of the nearby designated heritage assets and their significance,
- The proposed development will make efficient use of an existing area of brownfield land.

8.2 Therefore, the proposed development is considered to meet the requirements of the relevant national and local planning policies.