

# BRIMBLE LEA

Chartered Planning Consultants & Architects  
Unit 3 Kingsmead Business Park, Shaftesbury Road, Gillingham, Dorset SP8 5FB  
Tel: 01747 823 232  
[blp@brimblelea.com](mailto:blp@brimblelea.com) [www.brimblelea.com](http://www.brimblelea.com)

Our Ref: DC/JW/23091

Your Ref:

Mr Richard Hughes  
Planning Team Leader - South  
Wiltshire Council  
County Hall  
Bythesea Road  
Trowbridge  
Wiltshire BA14 8JN

12 February 2026

Dear Mr Hughes

**Re: Widen access, use part of existing commercial yard to station containers to be used for self-storage and erect security fencing at Langford's Car Spares, Semley SP7 9AQ**

I am instructed by Langford's Car Spares to apply for full planning permission for the above development.

The application is submitted electronically via the Planning Portal and comprises the following documents:

- Full application for planning permission forms
- Drawing 23091-4C – location plan at 1:1200 scale
- Drawing 23091-1 – existing site survey (A350 and site access) at 1:500 scale
- Drawing 23091-2 – existing site survey (yard) at 1:200 scale
- Drawing 23091-3D – proposed site plan at 1:500 scale
- Planning Statement (incorporated within covering letter)
- Transport Statement – Bellamy Transport Consultancy
- Arboricultural Impact Assessment and Tree Protection Plan - NB Tree Management
- Arboricultural Method Statement and Tree Protection Plan – NB Tree Management
- Survey – 80757-01 - Such Salinger Peters
- Surface Water Drainage Strategy – 80757-04 - Such Salinger Peters
- Maintenance Schedule – Such Salinger Peters
- Surface Water Calculations – Such Salinger Peters
- Flood Risk Assessment – Such Salinger Peters
- Drainage Strategy Report – Such Salinger Peters
- BNG Assessment – Darwin Ecology

- BNG Statutory Biodiversity Metric – to be sent via email as unable to upload to Portal
- BNG Metric with recommendations – Darwin Ecology – to be sent via email as unable to upload to Portal
- BNG Metric Condition Assessments – Darwin Ecology – to be sent via email as unable to upload to Portal
- Ecological Impact Assessment – Darwin Ecology
- CIL form 1

The application fee of £588.00 plus £85 processing charge has been paid to the Planning Portal.

The application is accompanied by a suite of technical/consultants' reports, provided to address specific matters arising at the pre-application consultation stage.

Of particular importance is the Transport Statement, which looks at the sustainability and accessibility of the site in relation to the specific nature of the proposal – to provide 118 self-storage units within an existing breaker's yard.

The Transport Statement should be read in conjunction with the Planning Statement below. The other reports accompanying the application address site-specific matters/planning requirements including provision of Biodiversity Net Gain (BNG), safe-guarding trees adjacent to the site and dealing with surface water drainage.

The following information comprises the **Planning Statement** which should be considered in detail by the Local Planning Authority (LPA) when assessing the proposal.

## **PLANNING STATEMENT**

Langford Car Spares is an established car breaking and recycling site, situated adjacent to the A350 immediately south of Semley Station. The existing site extends to approximately 1.76 ha of land of which approximately 0.6 ha is proposed to be changed from its current use (storing and breaking cars for spares) to a site where metal containers would be stationed to be used for self-storage purposes.

Drawing 23091-3D shows the proposed site layout. Access off the A350 will be widened to 6.5m. Beyond the consolidated access area, a track (over an existing consolidated yard area) runs to the part of the yard (currently used for storing vehicles), which will be enclosed by a new 2.4 m high security fence.

Within this area, a series of dark green containers (only one container high) will be positioned as indicated, enabling members of the public to use them for secure self-storage.

Drawing 23091-3D should be read in conjunction with the other reports provided in support of the application.

In particular, the Drainage Report by Such Salinger Peters proposes the attenuation of water within a below ground storage area as indicated dashed blue on the layout plan. Surface water run-off will be controlled by Hydro-Brake with water being allowed to drain into an existing drainage ditch, close to the northwest corner of the storage yard.

It is proposed for the yard to be open to members of the public, between the hours 0700 to 2100 Monday to Friday and between 0800 and 2000 on Saturdays and Sundays.

**P D M Carpendale** MA DIP (Arch Cons) MRTPI IHBC **R Campbell** RIBA ARB MA Arch Dip Arch **M Williams**  
DipTP MRTPI

**Mrs J Montgomery** BSc (Hons) MRICS MRTPI

Information within the Transport Statement, referencing other similar sites within the southwest of England, shows that the actual number of visits to self-storage units is very low.

The Transport Statement indicates a predicted level of 11 trips (or 22 vehicle movements) per day, i.e. 11 inbound movements and 11 outbound movements.

The Transport Statement also assesses the safety of the local A350 road and the suitability of the existing access serving the breaker's yard to serve the proposed development.

The existing access provides sufficient visibility in both directions for the low level of vehicles predicted to use the site on a daily basis to access/egress the site.

It should be noted that the proposed use does not create a new yard area. Rather, it replaces the use of this part of the site for the storage of vehicles – with containers instead. Allowing for the existing commercial use of the whole yard, replacing part with this use will not materially increase traffic movements.

The Transport Statement details the existing level of use of the access, either by commercial vehicles or visiting members of the public. The proposal includes widening the access into the site to improve the safety of the junction with the A350.

As such, there should be no objection from the Local Highway Authority (LHA).

### **Visual Impact and ecology**

The existing breaker's yard is situated within the national landscape. It is an established commercial use with much of the yard being used for the storage of vehicles of all sorts of colours, stacked two or three high in rows. Additionally, there are various commercial buildings on the site used for dismantling vehicles or for other purposes connected with the established use.

The site is set back from the A350 behind an area of common land – within the applicant's ownership. The yard itself is bounded by extensive, well-established, mature trees – predominantly oak. There is an under-cover below the trees of various bushes and shrubs which also breaks up the view of the cars from any public highways passing close to the site.

The proposed use will result in the reduction in the amount of yard used for storing cars and replacement by lower, uniformly coloured dark green containers, no more than a single unit in height.

In summer months, these units will be virtually entirely hidden from public view. In winter months, when there are fewer leaves on the trees, they will provide a dark and recessive, low level feature which will not draw the eye, as could be the case with stored vehicles.

The proposals include the retention and provision of additional landscaping and Biodiversity Net Gain planting to address statutory requirements. The site has very limited ecological value within the yard area itself, as evidenced within the Ecology Survey undertaken by Darwin Ecology. However, the proposal includes a 10% increase in biodiversity to meet BNG requirements.

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## Tree Protection

The application is accompanied by a Tree Survey and Tree Protection Plan. The scheme has been carefully designed to ensure that there will be no impact upon trees bounding the site.

## Drainage

At the pre-application stage, concerns were raised about surface water run-off that could arise from the proposal.

The application is accompanied by a comprehensive Drainage Assessment and Surface Water Drainage Proposal prepared by Such Salinger Peters. This will ensure that any surface water is attenuated on site so that run-off does not exceed the current rate.

## Planning Policy

At the pre-application consultation stage, it was suggested that this was not a sustainable location, simply because the established, sizeable commercial yard (as is common with this type of business in rural areas) is not found on an industrial estate within, or on the edge of, a larger settlement.

It should be noted that pre-application inquiry related to the construction of new and separate commercial units on the site. This proposal is materially different and involves changing the use of part of the site in lieu of the existing use on that part of the site. As such, taking into account the nature of the proposed use, sustainability of location is not considered particularly relevant to this application.

Semley/Semley Station is identified within the settlement hierarchy as a small village within Policy CP1 of the Wiltshire Core Strategy.

Policy CP2 supports proposals at small villages, which provide employment, services and facilities, subject to satisfying certain criteria.

Although the village of Semley is approximately 2 km from the site, the 'small village' identified within the Core Strategy is referred to as Semley/Semley Station. Semley Station itself, which within the previous Salisbury District Local Plan had a housing policy boundary, is situated within short walking distance and comprises a mix of commercial and residential properties. As such it should be considered that the yard does adjoin an existing settlement (small village).

Whilst the village of Semley possesses various facilities, including church, school, shop and public house, there is also Chaldicott's Barns, which now comprises a large industrial complex, including a variety of retail and commercial premises, within a short distance of the application site.

More significantly, saved employment policies from the Salisbury District Local Plan are of continuing relevance to the determination of the application. Within the countryside, Policy E19 **permits proposals to redevelop or enlarge existing employment sites within the existing boundaries of the site.**

In this instance, in terms of the impact of the proposal upon the character/appearance of the area, it will result in modest visual enhancement.

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The level of traffic generation will not increase and can be comfortably and safely accommodated using the existing access.

Core Policy 34 (Additional Employment Land) supports employment development in rural locations, including those relating to new and existing, rural based businesses within, or adjacent to, large and small villages.

Core Policy 51 (Landscape) seeks to safeguard the character and appearance of the countryside, especially within more sensitive areas such as the national landscape. The proposal will result in modest betterment and enhancement to the appearance of the immediate area.

The National Planning Policy Framework (NPPF) provides strong support for rural business.

Paragraph 88 of the NPPF states:

*‘Planning policies and decisions should enable:*

- a) The sustainable growth and expansion of all types of business in rural areas....*
- b) The development and diversification of agricultural and other land-based rural businesses’*

Paragraph 89 states:

*‘Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to, or beyond, existing settlements, and in locations that are not well-served by public transport. In these circumstances, it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example, by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, or sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.’*

In this instance, the proposal involves the re-use of part of an existing, established, brown-field site and, by the very nature of the use proposed (self-storage), it is not the type of use which would be capable of being accessed by foot, on cycle or by public transport – because it is likely to involve the movement of bulky or large amounts of items, e.g. furniture, equipment or domestic paraphernalia.

## **Conclusion**

Langford’s Car Spares is an established commercial site, situated a short distance beyond Shaftesbury and close to the village of Semley/Semley Station. The business is situated immediately adjacent to Semley Station.

It has been demonstrated that the transport movements associated with the proposed change of use of part of the site will be minimal (approximately 11 in and 11 out movements per day) which results in no material change to the existing level of use.

The Transport Statement demonstrates that safe and acceptable access to/from the site can be obtained and presents the opportunity for a modest improvement to the access from the A350.

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The site is already well-screened but, particularly in the winter months, cars of a variety of colours stacked two or three vehicles high can draw the attention of the eye. The proposed use will replace an area currently used for unrestricted car storage to provide lower level, dark coloured, discreet containers, which will be seen as dark, recessive structures when viewed from any public highways in the vicinity.

Whilst the site is situated within the national landscape, replacing some of the yard with these containers must be seen as a modest enhancement to the character/appearance of the area.

Matters of ecology, BNG and tree protection have been comprehensively addressed.

The proposal includes a Surface Water Drainage attenuation scheme, to ensure that there will be no increase in surface water run-off.

This proposal does not involve the creation of a new business in a countryside location. Rather, it makes good use of an existing brown-field site to provide self-storage, which is in great demand. **The proposal accords with saved Policy E19 of the Salisbury District Local Plan.**

The site is within a short distance of larger urban areas, including Shaftesbury and Gillingham. It is also immediately adjacent to the small village of Semley/Semley Station and other villages and local service centres nearby.

Storage is not the type of activity that is likely to be accessed on foot, by bicycle or by using any available public transport, as none of these methods of getting to the site would be compatible with the nature of the use itself. The proposal makes good re-use of an existing brown-field site and will result in some enhancements to the appearance of the area.

With developments of this kind being supported by saved policies from the Salisbury District Local Plan, policies within the Core Strategy and more up-to-date policy within the NPPF, there are no grounds to oppose the development.

I trust the application will be recommended favourably and permission granted within the eight-week period.

Should you require further information, please contact me.

Yours sincerely



Mr Diccon Carpendale MA DIP (Arch Cons) MRTPI IHBC  
[Diccon.Carpendale@brimblelea.com](mailto:Diccon.Carpendale@brimblelea.com)

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