



**Proposed Change of Use from Part
Vehicle Dismantlers/Car Spares to
Storage Units (Use Class B8)**

Langfords Car Spares
Semley
Shaftesbury
Wiltshire
SP7 9AQ

Transport Statement

Report for:

LANGFORDS
LCARSPARES

January 2026

Bellamy Transport Consultancy Ref:
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1.0 Introduction

- 1.1 Bellamy Transport Consultancy Ltd has been appointed by the applicant, Langfords Car Spares, to prepare a **Transport Statement** in support of a planning application that seeks permission for the change of use of part of the existing premises used for vehicle dismantling and car spares to the provision of storage container units under a B8 use class, at the Langfords Car Spares site, near Semley, Wiltshire.
- 1.2 The purpose of this Transport Statement is to report upon the main transportation and access matters that are considered relevant in respect of the development proposal, namely:
- Sustainability and accessibility in transport terms;
 - The forecast traffic impact of the development scheme on the local highway network;
 - The standard and suitability of the local highway network on the approaches to the site to accommodate the traffic generated by the proposed development;
 - Details of the means of access to serve the proposal;
 - On-site parking and turning provision;
 - Access for emergency vehicles; and,
 - Compliance with national and local transport policies.
- 1.3 This report and the supporting plans, prepared by Brimble Lea, serve to demonstrate that there are no reasons why the local planning and highway authority (Wiltshire Council (WC)) should not support the application on highways grounds.

2.0 Background

- 2.1 Reference is made to a pre-application enquiry submitted to WC in 2022 which sought the Council's view on a potential change of use of part of the site to an industrial use with the provision of an internal access road, the erection of a number of industrial units, and the provision of areas adjacent the units for parking and for external storage. The units were proposed to be used for Class E (Commercial, Business and Service), Class B2 (General Industrial) and Class B8 (Storage or Distribution) uses.
- 2.2 The WC response dated 19 December 2022 to that proposal (reference: ENQ/2022/01631) included comments under the heading 'Highways' as follows:

'I note the proposed provision of new industrial units within the existing breakers yard/scrap yard. The proposals do not seem to significantly affect the existing operations on site and therefore, the additional traffic generated by the proposed units is considered to be in addition to that of the existing traffic movements. Noting this, the site is located outside of any development policy boundary, and I therefore have concerns with regards to the sustainability of the site for commercial development due to the likely reliance upon the private car for staff and customers.'



This proposal therefore appears to be contrary to the sustainability policies contained in the Wiltshire Core Strategy (Core Policies 57, 60 and 61) and the National Planning Policy Framework 2021 Section 9, paras 104, 105, 110-112, which aims to reduce the need to travel particularly by private car and encourage the use of sustainable transport alternatives. Notwithstanding this, the existing access on to the Class I road, the A350 Shaftesbury Road, appears to be substandard in terms of visibility for the currently enforced 50mph limit. Any increase in traffic generated by the proposal, which would appear to be significant, could therefore not be supported, unless it can be clearly demonstrated that these splays can be provided within land controlled by the applicant or the public highway. It is noted that an alternative access is available to the site from the South, however, this does not appear to provide access to the development site and still appears to have substandard visibility at the junction of the A350. It may be prudent for the applicant to undertake a speed survey in the vicinity of the proposed access. The lack of non-motorised connectivity remains a concern, with no footway provision between the site and Station Road to the North. Whilst some improvements could be made, it is not clear whether adequate pedestrians facilities could be provided to connect this site. As a result, and with the information I have available, I could not support these proposals at full planning.'

- 2.3 While the above comments are useful, it must be acknowledged that they were made in response to a potential scheme for industrial uses. The proposal now being put forward is for the provision of storage containers, involving far fewer traffic movements and a much-reduced transport impact.
- 2.4 The storage units would be shipping containers measuring 6m x 2.4m x 2.4m per unit. In line with the way in which the containers at other sites are used, it is anticipated that around 20%-25% of the units would be used for commercial storage purposes and about 75%-80% would be used for domestic storage.

3.0 Site Location

- 3.1 The application site is located on the east side of the A350, approximately 2km by road to the west of Semley and about 3km from the northern edge of Shaftesbury that lies to the south of the site.
- 3.2 The main part of the application site (excluding the entrance, visibility splays, and initial length of access road leading into the site) comprises an area of 0.465 of a hectare of the existing 1.670 hectares of land that are used as current yard areas for the existing business. So, if planning permission is granted, the remaining 1.205 hectares of the existing site (yard areas) would still operate as a vehicle dismantling and car spares business.
- 3.3 Access to the proposed storage units would be via the existing entrance that serves Langfords Car Spares, although improvements to the access are proposed as part of the development scheme.
- 3.4 The location of the application site in relation to Semley and Shaftesbury is shown in **Figure 1** overleaf while a more detailed plan showing the red line boundary for the scheme in relation to the existing vehicle dismantling/car spaces business, the A350 and the local highway network is shown in **Figure 2** overleaf.
- 3.5 A site location plan has also been prepared by Brimble Lea and is submitted with the planning application.



Figure 1: Site location



Figure 2: Site in relation to the local highway network

4.0 Sustainability (Accessibility and Connectivity)

- 4.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development in a sustainable manner. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.



- 4.2 Paragraph 89 (page 25) states that *'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, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.*
- 4.3 Under Section 9 (Promoting Sustainable Transport), paragraph 110 (page 31) of the NPPF states that *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*
- 4.4 Furthermore, paragraph 115 (page 33) states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that...sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.*
- 4.5 The purpose of making reference to the above NPPF statements and specifically to the sections that have been underlined is that in rural locations it is not always possible to access sites by a full range of sustainable modes of travel, yet this should not adversely affect the suitability of a development scheme, particularly when taking into account the type of development, its location, and its contribution to the local economy.
- 4.6 Furthermore, in this case, the type of development that permission is being sought for, i.e., domestic and commercial storage, often involving large items needing to be stored within the units, is of a nature that does not lend itself to involving journeys on foot, by cycle or by public transport.
- 4.7 The grant of planning permission for self-storage containers in other rural locations in the country demonstrates an acceptance to the issue of sustainability in terms of transport in that users of the storage facility are most likely to use private vehicles to access the site, yet the number of trips involved are minimal.
- 4.8 As indicated above, the NPPF also provides statements that allow the local authorities to support the scheme in this respect.

5.0 Traffic Impact of Development

- 5.1 To provide an accurate and robust forecast to the local authority in respect of the volume of traffic that is likely to be generated by the proposed development scheme, reference is made to an approved scheme in Devon where similar shipping containers have been installed for storage purposes hired by the general public.
- 5.2 In addition, an indication of the traffic movements that are typically generated by this type of facility has been provided in a letter from the Self-Storage Association UK.



Traffic Surveys at Similar Storage Containers Site

- 5.3 Bellamy Transport Consultancy Ltd has been involved with similar storage schemes at other sites in Devon and Somerset. In support of a scheme at Rydon Farm, Woodbury, near Exeter in Devon, two traffic surveys were conducted at the entrance to the Rydon Farm site noting that at that time the proposal had been unlawfully implemented such that the containers were already in use for storage purposes.
- 5.4 One of the traffic surveys took place on a weekday while the other was conducted on a weekend day during a neutral month and during the normal school terms times when traffic surveys are recommended to be carried out, avoiding bank holidays.
- 5.5 The surveys were conducted by an independent, specialist traffic survey company – PIC Traffic Information Consultancy – using a CCTV camera located at the entrance to the site on Thursday 25th April and Saturday 27th April 2019 from 07:00 to 19:00 on both days.
- 5.6 The results of the two traffic surveys are available to view on the East Devon District Council planning portal within the Transport Statement (prepared by Bellamy Transport Consultancy Ltd) under planning reference number: 20/0353/FUL. At that time there were 147 containers at the Rydon Farm site. On the Thursday, 139 units were occupied with seven being vacant. On the Saturday, 140 units were occupied with six being vacant.
- 5.7 The results of the two surveys reveal that the number of vehicle movements in and out of the site was very low, with just 12 vehicles entering the site on the Thursday and 11 exiting, i.e., an average of just one vehicle per hour across the whole day in both directions, and on the Saturday, there were 15 vehicles that entered the site and 11 that exited.
- 5.8 The types of vehicles used were mainly cars with some light goods vehicles (LGVs). No heavy good vehicles (HGVs) - OGV1 & OGV2 in reference to the results of the traffic surveys - were recorded entering or exiting the site.
- 5.9 From these surveys which represent robust, factual data, it can be concluded that the average trip rate for each storage unit is between **0.165** ($23/139 = 0.165$) and **0.186** ($26/140 = 0.186$) two-way trips per unit.
- 5.10 A more recent planning application (reference number: 25/1352/FUL) at Rydon Farm sought permission for additional storage containers. The details are available to view on the East Devon District Council planning portal, with a Transport Note being prepared by Bellamy Transport Consultancy Ltd in support of the proposal. As part of that scheme, the traffic surveys at the entrance to the storage facility were repeated, again by PIC Traffic Information Consultancy, using a CCTV camera located at the entrance to the site recording vehicle movements in and out of the site on Thursday 6th February and Saturday 8th February 2025 from 07:00 to 19:00 on both days.
- 5.11 From these more recent surveys, the average trip rate for each storage unit is now between **0.124** and **0.148** two-way trips per unit which is lower than the previous 2019 surveys. If the Highway Authority wish to view the traffic survey results from Rydon Farm, they can be made available upon request.



Self-Storage Association

- 5.12 As another point of reference in terms of the level of traffic likely to be generated by the storage containers, the applicant at Rydon Farm obtained a letter from the Self-Storage Association UK (SSA UK) which sets out its experience of traffic flows associated with such a use. The letter is attached to this report as **Appendix A**. The main relevant extracts are set out below:

It is a common misconception that self-storage creates large numbers of vehicle movements and often these include large lorries. The reality is that across the UK only 12% of customers access their self-storage unit more than once a week and 39% visit 3-6 times a year or less (2021 SSA UK Annual Report). When it comes to rural self-storage sites customers access their units even less. Furthermore, across the UK less than 3% of vehicles that enter a self-storage site are lorries, the vast majority of vehicles are standard cars.

In a rural location data from SSA UK members show that a self-storage site with 100 storage rooms approaching full occupancy would generate 9 trips (18 traffic movements) in a 24-hour period and the majority of these occur outside peak traffic hours with virtually all trips taking place during the daytime. This data is based on relatively busy stores; some have significantly less traffic movements. Many rural self-storage sites have restricted access times during the evening and at weekends which further limits traffic movements.

- 5.13 When using the above data of 18 traffic movements per 100 storage units, this equates to a trip rate of **0.180** per unit per day, which is very similar to the 0.165 and **0.186** trip rates gleaned from the original 2019 traffic surveys conducted at Rydon Farm. The fact that trip rates at the Rydon Farm storage facility have reduced over time should provide the Council with assurances that the **0.180** per unit per day is overly robust.

Forecast Traffic Impact of Development

- 5.14 On the basis that the proposal at Langfords seeks permission for the provision of 118 shipping containers, using the above SSA trip rates, the scheme is predicted to generate around 11 trips or **22 vehicle movements per day** ($118 \times 0.180 = 21.24$) – i.e., 11 inbound vehicular movements and 11 outbound vehicular movements a day.

Cumulative Traffic Impact of Development

- 5.15 As stated in the introduction of this report, the main part of the application site comprises an area of 0.465 of a hectare of the existing 1.670 hectares that is currently used as yard areas by business, such that in the event of permission being granted for the storage scheme, the remaining 1.205 hectares of the existing site (yard areas) would still operate as a vehicle dismantling and car spares business
- 5.16 The applicant has installed a sensing camera at the entrance gate to monitor current vehicle movements into the site covering the aforementioned 1.670Ha. This has revealed typical numbers of between 35 to 50 trips per day visiting the site during yard opening times, not including staff vehicles, i.e., 35-50 inbound vehicular movements and 35-50 outbound vehicular movements a day.



- 5.17 On the basis that 28% of the current site ($0.465/1.670 \times 100 = 28\%$) would be replaced with the proposed storage units it is reasonable to assume that the number of visitors to the existing business would reduce by 28%, resulting in 26-36 inbound vehicular movements and 26-36 outbound movements a day; the difference being between 9 and 14 movements in and out per day being similar to the forecast traffic impact of the development scheme (11 movements inbound and outbound), such that any increase in traffic over and above the current number of movements would be imperceptible.
- 5.18 Furthermore, if the trip rates from the latest, more accurate Rydon Farm traffic surveys are used resulting in 9 inbound and 9 outbound movements a day for the 118 proposed containers, there would be no increase in traffic generated by the development scheme.
- 5.19 Accordingly, it is evident that the residual cumulative impact of the scheme would not be severe, when referring to the relevant paragraph in the NPPF – see **Section 10.0** of this report.

Existing / Proposed Opening Times and Access Arrangements

- 5.20 The existing opening times for the vehicle dismantling and car spares business are Mon-Fri 08:30-17:30 and Sat 08:30-14:00. The proposed opening times for the storage facility is likely to be Mon-Fri 07:00-21:00 and Sat/Sun 08:00-20:00.
- 5.21 The existing gate would be replaced with an electronically operated gate using a keypad or transponder system. Beyond the main gate, an additional gate would be erected providing access to the dismantling yard which would be separated from the storage business using security fencing. The gate is set well back from the public highway.

Forecast Trip Distribution

- 5.22 At this stage it is not known which direction traffic would travel to and from the site to access the storage containers but in any event, given the very low level of traffic forecast to be generated by the scheme and the volume of traffic already using the A350, it is not considered necessary to undertake a junction capacity assessment at the site entrance.

6.0 Local Highway Network

A350

- 6.1 The A350 is a class 1 county highway locally linking Shaftsbury to the south to the A303 trunk road and Warminster to the north but extending beyond these towns to the A31, the A35 trunk road and to Bournemouth in the southerly direction, and to Westbury, Melksham, Chippenham and the M5 in the northerly direction.
- 6.2 This section of the A350 is subject to a 50mph speed limit. It measures 7.7m wide at the entrance to Langfords Car Spares from the edge of the grass verge on the west side of the road to the dashed white lining across the entrance on the nearside. However, it is evident that southbound traffic adopts a driving line some 700mm away from the white-lining such that the used width of the carriageway measures 7m in total – 3.5m each lane.



- 6.3 When assessed against national guidance for new roads, such a width is sufficiently wide enough to accommodate two lorries passing one another, bearing in mind the guidance in Figure 7.1 (page 79) of *Manual for Streets* in respect of recommended carriageway widths – see **Figure 3**.

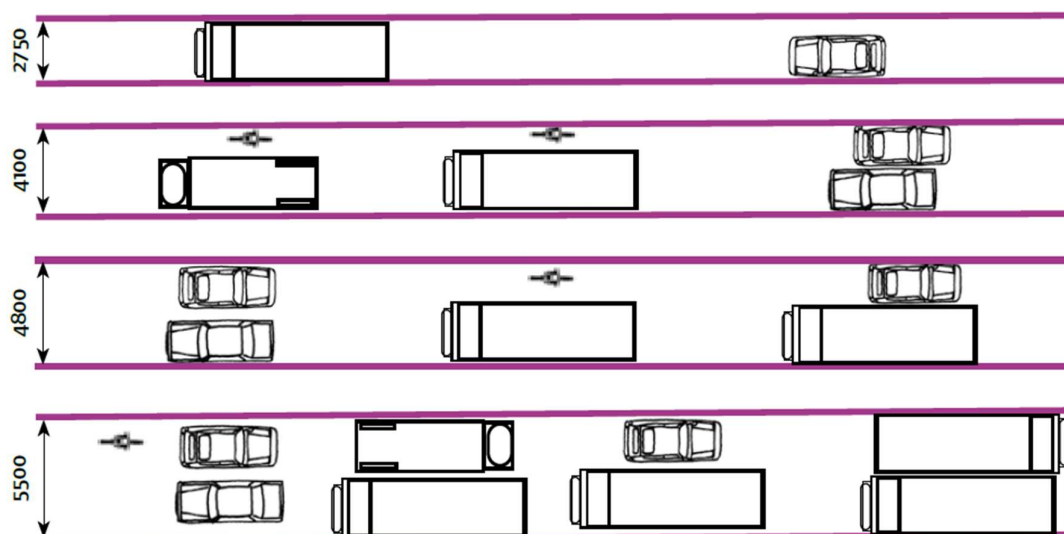


Figure 3: *Manual for Streets* recommended carriageway widths

- 6.4 No other traffic regulation orders apply for this stretch of the A350 and across the site access standard centreline of carriageway markings are in place – see **Photos 1** and **2**.



Photo 1: A350 at the site access looking southwards



Photo 2: A350 at the site access looking northwards

- 6.5 According to the National Road Traffic Statistics, in 2024 this section of the A350 (site number: 56717) had, on average, 10,660 motor vehicles using it every day (Annual Average Daily Flow) – i.e., approximately 5,330 vehicle movements in both directions.
- 6.6 Any net increase in traffic flow on the road would be imperceptible, falling well within EXISTING daily variations of traffic flow on the A350; however, as stated previously, there is unlikely to be any increase in vehicular traffic travelling to and from the site as a result of this development scheme.



Summary

- 6.7 In summary, it is evident that the local highway network is of a suitable standard to accommodate the traffic generated by the proposed development and that the traffic impact of the development scheme would not have any significant detrimental effect on the safe operation and function of the road network.

Highway Safety

- 6.8 The safety record of the local highway network is always a good indicator as to whether the approach roads to a site and any existing accesses are suitable, particularly when they have been used daily by all types of traffic without any recorded incidents. National guidance states that an analysis of the injury accident records on the public highway in the vicinity of the site access should be conducted for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area.
- 6.9 Having reviewed *CrashMap – Public Access to Road Safety Data*, there have been no recorded personal injury collisions (PIC) at the entrance to the application site during the last available five-year review period 2020-2024 (inclusive).
- 6.10 There have been four recorded PICs on the A350 all to the north of the site entrance – see **Figure 4** which is an extract from the *Crashmap* website. Langfords Car Spares is annotated in the centre of this plan.

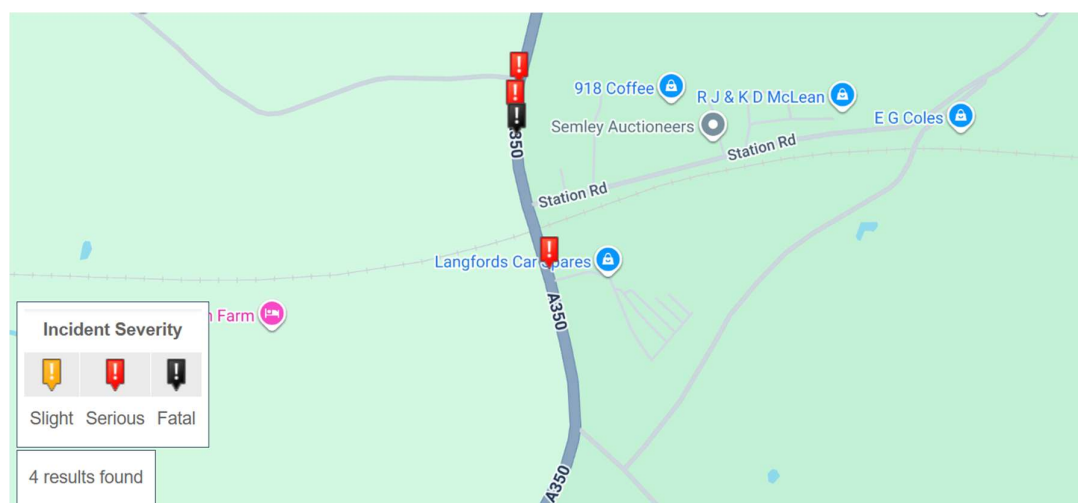


Figure 4: Extract from © 2025 Crashmap

- 6.11 A review of the four collisions starting with the nearest incident to Langfords Car Spares is set out below:
- **Collision Ref: 202454A242624**, occurred on 17 August 2024 at 12:55: The details are unclear other than a motorcyclist and a vehicle were involved. Severity: Serious.
 - **Collision Ref: None provided**, occurred on 12 September 2020: A motorcyclist collided head-on with a car. Severity: Fatal.



- **Collision Ref: 2021548196021**, occurred on 22 August 2021 at 11:54: Two cars slowing down or stopping struck by another car proceeding along the carriageway. Severity: Serious.
 - **Collision Ref: 2021547859621**, occurred on 12 August 2021 at 12:21: One car turning right collided with another vehicle travelling in the opposite direction. Severity: Serious.
- 6.12 The full details of the above incidents are attached to this report as **Collision Data** in **Appendix B**. It is evident from the descriptions above that driver behaviour/error was the causation factor in all these collisions, as opposed to there being any significant deficiency with the highway network.
- 6.13 Moreover, none of the collisions took place at the entrance to the application site. Additionally, evidence presented in the Traffic Impact section of this report indicates that the level of traffic travelling to and from the site as a result of the development scheme would be no different to existing movements and certainly not result in a significant increase.

7.0 Proposed Means of Access

- 7.1 **Existing Access Geometry & Proposed Improvements:** The application site is served by an existing, well-established entrance measuring 5.5m wide with an internal access road leading into the site from the A350. It is proposed to widen the access to 6.5m and to extend this width into the site.
- 7.2 **Existing Access Visibility Splays:** There is a direct correlation between the speed of traffic approaching a site access and the extent of visibility splays that are recommended to be provided given the need to make available a sufficient stopping sight distance for motorists approaching the point of access. The A350 is subject to a 50mph speed limit.
- 7.3 Guidance in *Design Manual for Roads & Bridges – CD109 - Highway link design*, indicates in Table 2.10 'Design speed related parameters' of the document that where the design speed is 85kph (i.e., 53mph) the desirable minimum stopping sight distance (SSD) is 160m while one step below the desirable minimum SSD is 120m. Reference is also made to the 'Relaxations' that can apply as set out in section 5 of the aforementioned guidance in that within a sag curve a permitted relaxation of 1 step can be applied on All-purpose roads. Accordingly, the absolute minimum DMRB standard in this case would be 2.4m x 120m.
- 7.4 As mentioned previously in this report, the nearside driving line of southbound traffic does not accord with the edge of road markings, as can be seen in **Photos 3** and **4** overleaf.
- 7.5 Taking the standard 2.4m X-distance from the nearside driving line, when emerging from the entrance onto the A350, visibility measures 2.4m x 129m to the north and 2.4m x 160m to the south (2.4m x 110m to the tangent point to the south) – see **Photos 5** and **6** overleaf. However, due to the vertical alignment of the road, it is possible to see southbound traffic travelling from the north for a distance of 135m over the top of the railway bridge parapet wall to the north.
- 7.6 In any event, the existing sightlines exceed the one step below the minimum desirable SSD, i.e., the absolute minimum SSD, and are therefore deemed acceptable, bearing in mind also that the DMRB standards are for a design speed of 53mph as opposed to the 50mph speed limit.



Photo 3: Site access looking southwards



Photo 4: Site access looking northwards



Photo 5: Site access visibility looking northwards



Photo 6: Site access visibility looking southwards

- 7.7 **Access Surface:** The existing access-way is already surfaced.
- 7.8 **Access Drainage:** As the levels fall into the site away from the A350, surface water falling onto the entrance does not discharge onto the public highway.
- 7.9 **Access Gates:** As mentioned previously, the existing gate would be replaced with an electronically operated gate using a keypad or transponder system. Beyond the main gate, an additional gate would be erected providing access to the dismantling yard which would be separated from the storage business using security fencing. In any event, the main gate is set well back from the carriageway edge allowing a vehicle to stand clear of the highway while the gate is being opened or closed.
- 7.10 Details of the means of access are shown on the **Proposed Site Plan** (drawing number: **23091 - 3 Rev. D**), prepared by Brimble Lea, attached to this report as **Appendix C**.

8.0 On-site Parking & Turning Provision

- 8.1 There is no recognised parking standard for this type of use set out in the Wiltshire Core Strategy. When referring to the aforementioned letter from the SSA, it states:



'In terms of parking requirements your average rural self-storage site would need a maximum of 3 parking spots adjacent to the entry or office of the site. If the site was unmanned, then all the parking spots could be contained within the site itself as the operators will only meet people on site by appointment. People unloading their goods into their units will naturally park as close to their unit or loading bay and will not use parking spots allocated for visitors or new customers.'

- 8.2 While the **Proposed Site Plan** does not show any delineated parking bays within the site, it is clear that there is ample parking and turning space within the site for the low-level number of vehicles generated by the proposed storage units.

9.0 Emergency Vehicle Access

- 9.1 **Emergency vehicles:** The turning movements of fire tender entering the application site from the direction of Shaftsbury to the south (the nearest fire station), turning within the site, and exiting have been shown on the **Vehicle Swept Path Analysis of a Fire Tender** plans (drawing numbers: **BTC23062/SPA_01/P2** and **BTC23062/SPA_02/P2**), attached to this report as **Appendix D**.

10.0 Transport Policy

- 10.1 It is useful to consider the relevant transport policies (at national and local level) that support the proposed development scheme.

National Policy – National Planning Policy Framework (2024)

- 10.2 With regards to transport, access, and highway safety, when considering development proposals, paragraph 115 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements, and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

- 10.3 Paragraph 116 goes on to state that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'*
- 10.4 **Reasons for Compliance:** The issue of sustainability is not particularly relevant in this case given the nature of the development and as mentioned previously in this report, there are paragraphs within the NPPF that make allowances for this.



- 10.5 This Transport Statement has demonstrated that the approach road and existing entrance to the site which would be improved provides safe and suitable access for all users. The traffic impact analysis set out in this report indicates that the volume of traffic predicted to be generated by the scheme would not be significant or severe, and that the impact on highway safety would not be unacceptable.

Local Policy

- 10.6 The Wiltshire Core Strategy was adopted in January 2015. The relevant transport and highways policies are set out overleaf with valid reasoning as to why the development scheme would comply or be consistent with those policies.

Core Policy 60

Sustainable transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations
- ii. promoting sustainable transport alternatives to the use of the private car
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community
- iv. promoting appropriate demand management measures
- v. influencing the routing of freight within and through the county
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

- 10.7 **Reasons for Compliance:** The above policy is strategic and therefore not particularly relevant to the development proposal. Furthermore, the sustainable transport references above are largely immaterial in this case because the very nature of storage facilities require items to be transported to and from sites using private vehicles.



- 10.8 However, the benefit of the scheme is that it would be located where there is direct access to the A350 principal road which would avoid vehicles having to travel along narrow, unsuitable roads, and lanes.
- 10.9 The upgraded access would improve the existing transport network, providing a more convenient entrance compared to the current access used. As the traffic impact would be neutral and certainly not severe no transport mitigation measures are necessary.

Core Policy 61

Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
 - a. Visually impaired and other disabled people
 - b. Pedestrians
 - c. Cyclists
 - d. Public transport
 - e. Goods vehicles
 - f. Powered two-wheelers
 - g. Private cars.



ii. That the proposal is capable of being served by safe access to the highway network.

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

- 10.10 **Reasons for Compliance:** The proposal could lead to a reduction in the need to travel in that people living in the area currently having to travel significant distances to existing storage facilities would have less distance to drive if permission is granted to this scheme. However, overall, as the number of traffic and transport movements is unlikely to significantly increase between the current use of the premises and the proposed storage use, the length and number of journeys are unlikely to increase in any event. The development scheme would be served by a safe access as evidenced by the collision record, noting also that the entrance would be improved. All loading/off-loading would take place well away from the public highway.

Core Policy 62

Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

- 10.11 **Reasons for Compliance:** There would be no adverse impacts on the transport network to mitigate. The A350 is a principal road and even if classed as a national primary route, the traffic and transport impact of this scheme would be no different (or not significantly different) to that if the existing business continued within the application site.



11.0 Summary and Conclusions

11.1 This Transport Statement has been prepared to report upon the main transportation and highways issues associated with a planning application that seeks planning permission for the change of use of part of the existing premises used for vehicle dismantling/car spares to the provision of storage container units under a B8 use class, at the Langfords Car Spares site, near Semley.

11.2 The following conclusions are made:

- **Sustainability:** It must be accepted that private vehicles are generated by these types of storage facilities because it is impractical for items to be transported on foot, by bike or by public transport. Of particular relevance in this case given that there is an existing business operating from the site, is that the number of traffic and transport movements travelling to and from the site would be no different, as reported upon in the Traffic Impact section of this report. Furthermore, for local people requiring storage facilities, the scheme would result in a reduction in the need to travel. The location of the application site provides easy, safe, and suitable access to a principal 'A' road.
- **Traffic Impact:** The forecast traffic generation associated with the proposed development which has been predicted using robust evidence from traffic surveys and from data recorded by the SSA UK, would be very low amounting to just 11 trips per day – i.e., 11 inbound movements and 11 outbound movements, which given the corresponding reduction in size of the existing vehicle dismantling/vehicle spares business would mean there would be little or no increase in traffic travelling to and from the site.
- **Local Highway Network:** It is acknowledged that recorded personal injury collisions have occurred to the north of the site access, but it is evident from the descriptions of those incidents that driver error was the causation factor. Of relevance is that no recorded collisions have occurred at the entrance to the application site during the last five years. The approach road (A350) is clearly of a standard that is acceptable to accommodate the very low level of traffic generated by the development scheme, noting also that the scheme is unlikely to result in an increase in traffic on the A350.
- **Means of Access:** As evidence by the collision data, the site access arrangement in terms of its geometric layout and visibility splays, already provides safe access to and from the public highway; however, width improvements would be made to make it even more safe and convenient.
- **Parking & Turning:** Sufficient on-site parking and turning would be available for the users of the facility.
- **Emergency Vehicle Access:** The development would be accessible for a fire tender; the largest vehicle likely to require access to the scheme.

11.3 Accordingly, it is considered that there are no significant highways or transportation matters that should prevent the local authority from approving this planning application.



Attachments:

Appendix A: Letter from Self Storage Association UK

Appendix B: Collision Data

Appendix C: Proposed Site Plan (drawing number: 23091 – 3 Rev. D), prepared by Brimble Lea

Appendix D: Vehicle Swept Path Analysis of a Fire Tender (drawing numbers: BTC23062/SPA_01/P2 & BTC23062/SPA_02/P2)



APPENDIX A

Letter from Self Storage Association

February 2022

To whom it may concern

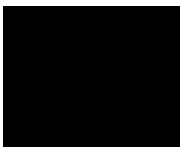
Self storage is a relatively new industry to the UK and it is now expanding from the larger cities and towns into more rural locations and smaller villages.

It is a common misconception that self storage creates large numbers of vehicle movements and often these include large lorries. The reality is that across the UK only 12% of customers access their self storage unit more than once a week and 39% visit 3-6 times a year or less (2021 SSA UK Annual Report). When it comes to rural self storage sites customers access their units even less. Furthermore, across the UK less than 3% of vehicles that enter a self storage site are lorries, the vast majority of vehicles are standard cars.

In a rural location data from SSA UK members show that a self storage site with 100 storage rooms approaching full occupancy would generate 9 trips (18 traffic movements) in a 24 hour period and the majority of these occur outside peak traffic hours with virtually all trips taking place during the daytime. This data is based on relatively busy stores, some have significantly less traffic movements. Many rural self storage sites have restricted access times during the evening and at weekends which further limits traffic movements.

In terms of parking requirements your average rural self storage site would need a maximum of 3 parking spots adjacent to the entry or office of the site. If the site was unmanned then all the parking spots could be contained within the site itself as the operators will only meet people on site by appointment. People unloading their goods into their units will naturally park as close to their unit or loading bay and will not use parking spots allocated for visitors or new customers.

For more information about traffic use in self storage please contact Rennie Schafer from the Self Storage Association UK on 01270 623 150 or at rschafer@ssauk.com



Rennie Schafer
CEO



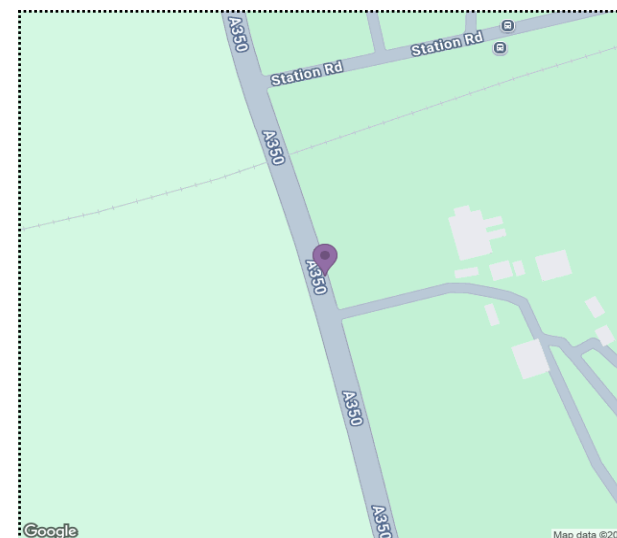
APPENDIX B

Collision Data



Validated Data

Crash Date:	Saturday, August 17, 2024	Time of Crash:	12:55:00	Crash Reference:	202454A242624
Highest Injury Severity:	Serious	Road Number:	A350	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	387114 126623
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, August 17, 2024

Time of Crash: 12:55:00

Crash Reference: 202454A242624

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc (2005 onwards)	21	Male	56 - 65	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Highest Injury Severity: Fatal

Highway Authority: Wiltshire

Local Authority: Wiltshire

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

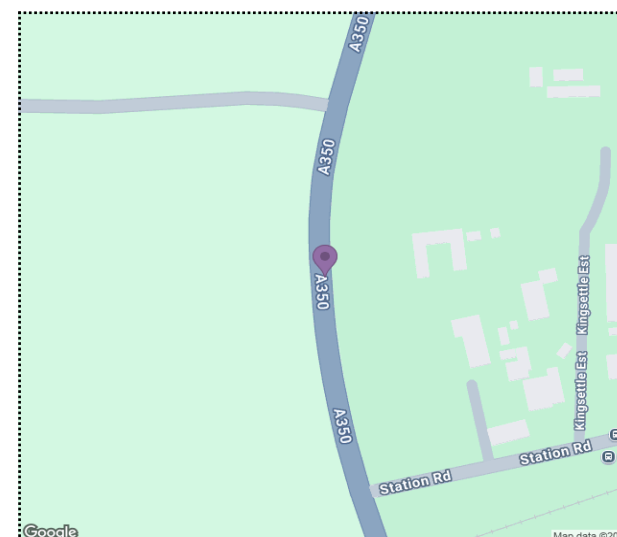
Junction Control: Not Applicable

Road Number: A350

Casualties: 1

Vehicles: 2

OS Grid Reference: 387072 126797



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	11	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None
2	Car (excluding private hire)	3	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, August 22, 2021

Time of Crash: 11:54:00

Crash Reference: 2021548196021

Highest Injury Severity: Serious

Road Number: A350

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 3

Local Authority: Wiltshire

OS Grid Reference: 387070 126827

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

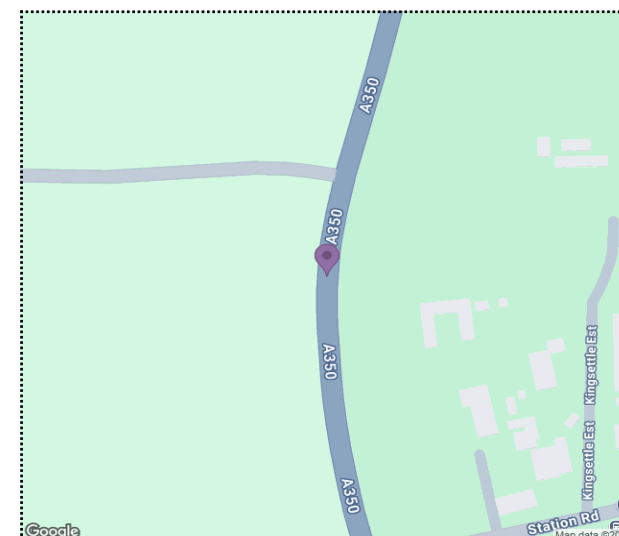
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, August 22, 2021

Time of Crash: 11:54:00

Crash Reference: 2021548196021

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	4	Male	36 - 45	Vehicle is slowing down or stopping	Back	Unknown	None	None
3	Car (excluding private hire)	10	Male	16 - 20	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Thursday, August 12, 2021

Time of Crash: 12:21:00

Crash Reference: 2021547859621

Highest Injury Severity: Serious

Road Number: A350

Casualties: 2

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 387075 126862

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

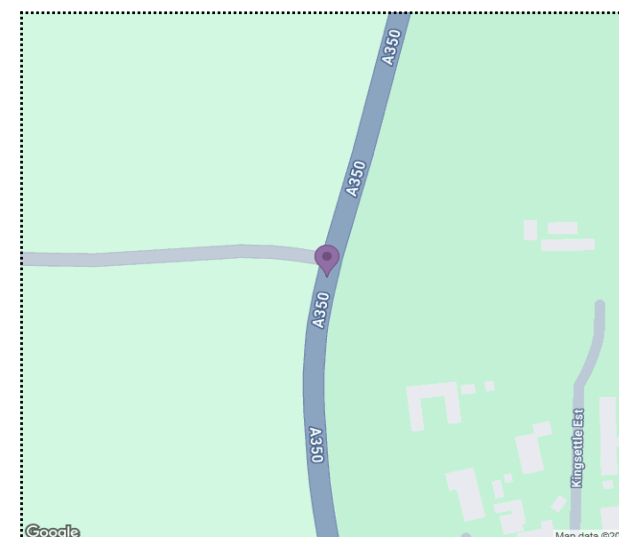
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Thursday, August 12, 2021

Time of Crash: 12:21:00

Crash Reference: 2021547859621

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	12	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

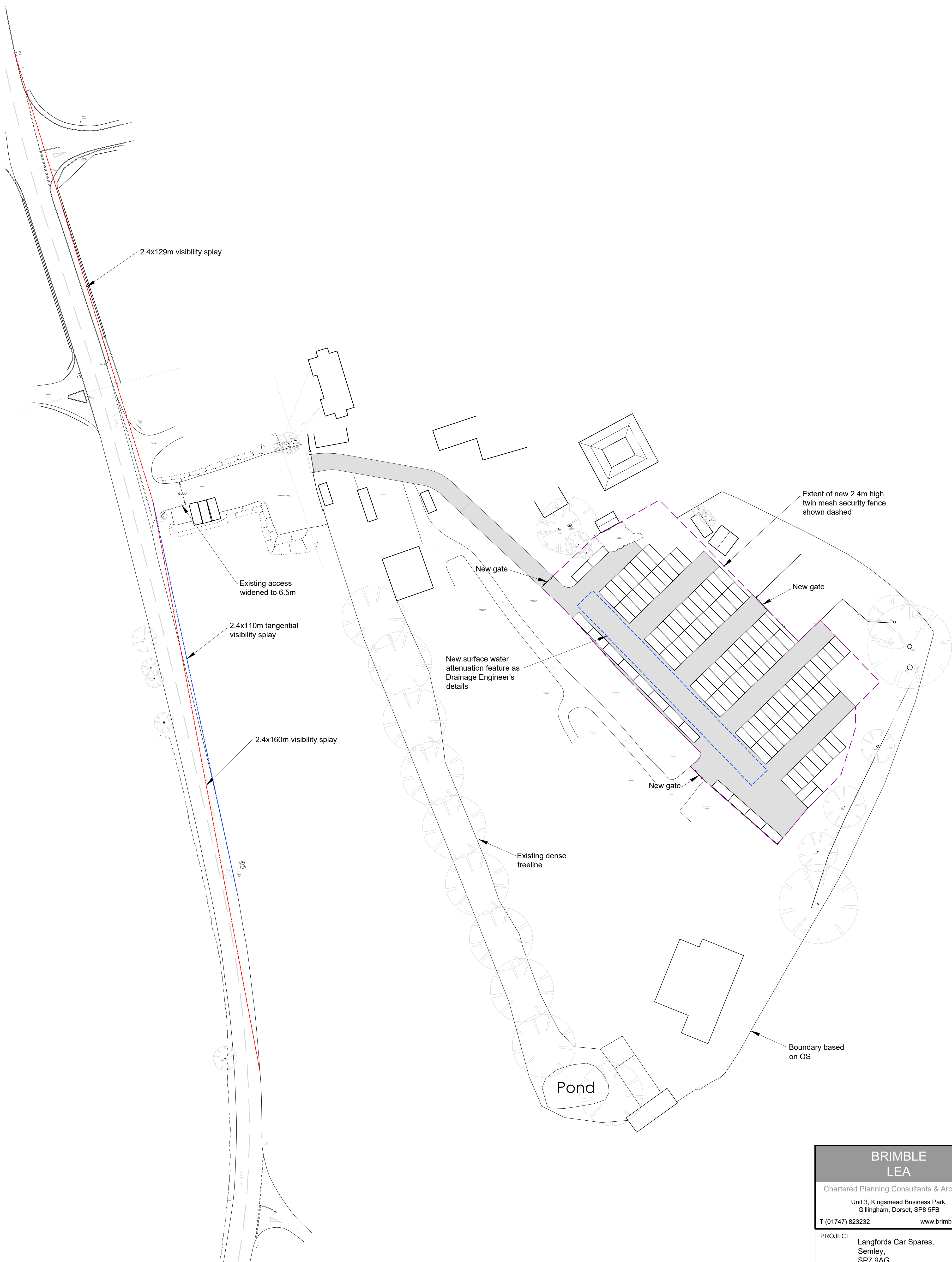


APPENDIX C

Proposed Site Plan

Drawing number: 23091 – 3 Rev. D, prepared by Brimble Lea

Rev	Dm	Date	Description
-	-	-	-



BRIMBLE LEA

Chartered Planning Consultants & Architects

Unit 3, Kingsmead Business Park,
Gillingham, Dorset, SP8 5FB

T (01747) 823232

www.brimblelea.com

PROJECT

Langfords Car Spares,
Semley,
SP7 9AG.

DRAWING

Proposed Site Plan

SCALE 1:500 @ A1

DRAWING ORIGINATOR
DWR

DRAWING No.
23091 - 3

REVISION
D

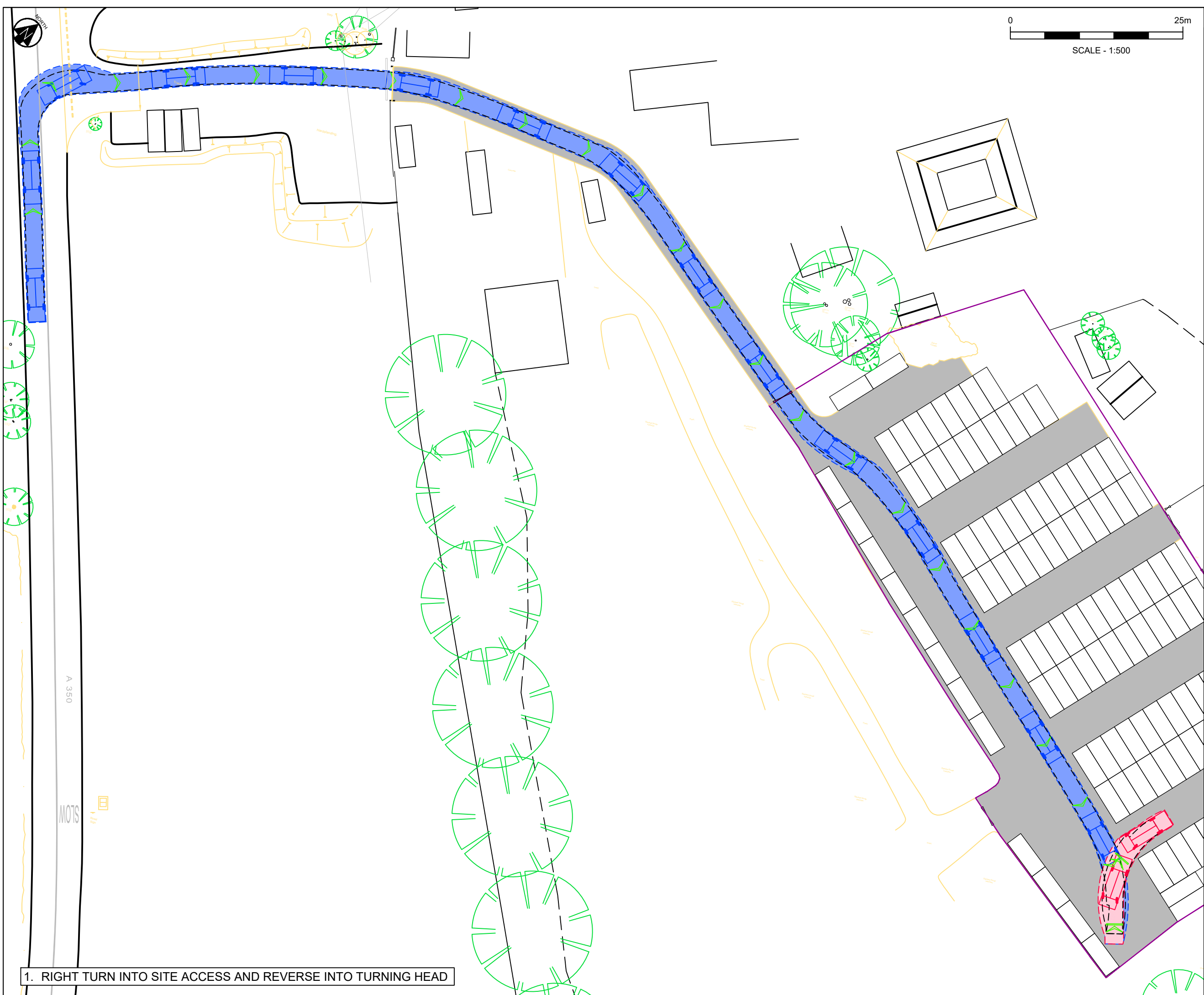
DATE 18.04.2024



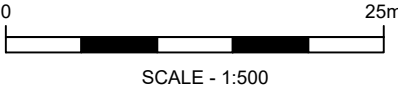
APPENDIX D

Vehicle Swept Path Analysis of a Fire Tender

Drawing numbers: BTC23062/SPA_01/P2 & BTC23062/SPA_02/P2



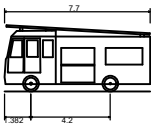
1. RIGHT TURN INTO SITE ACCESS AND REVERSE INTO TURNING HEAD



DO NOT SCALE.
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Ordnance Survey AC0000808212

VEHICLE: FIRE TENDER

FORWARD REVERSE



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to Lock Time 5.00 sec
Kerb to Kerb Turning Radius 7.400m

Bellamy Transport Consultancy accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used and / or it's vehicle libraries.

NOTES:

P2	29.01.26	Layout updated	RS
P1	15.12.25	First issue	RS
Rev.	Date	Revision details	By

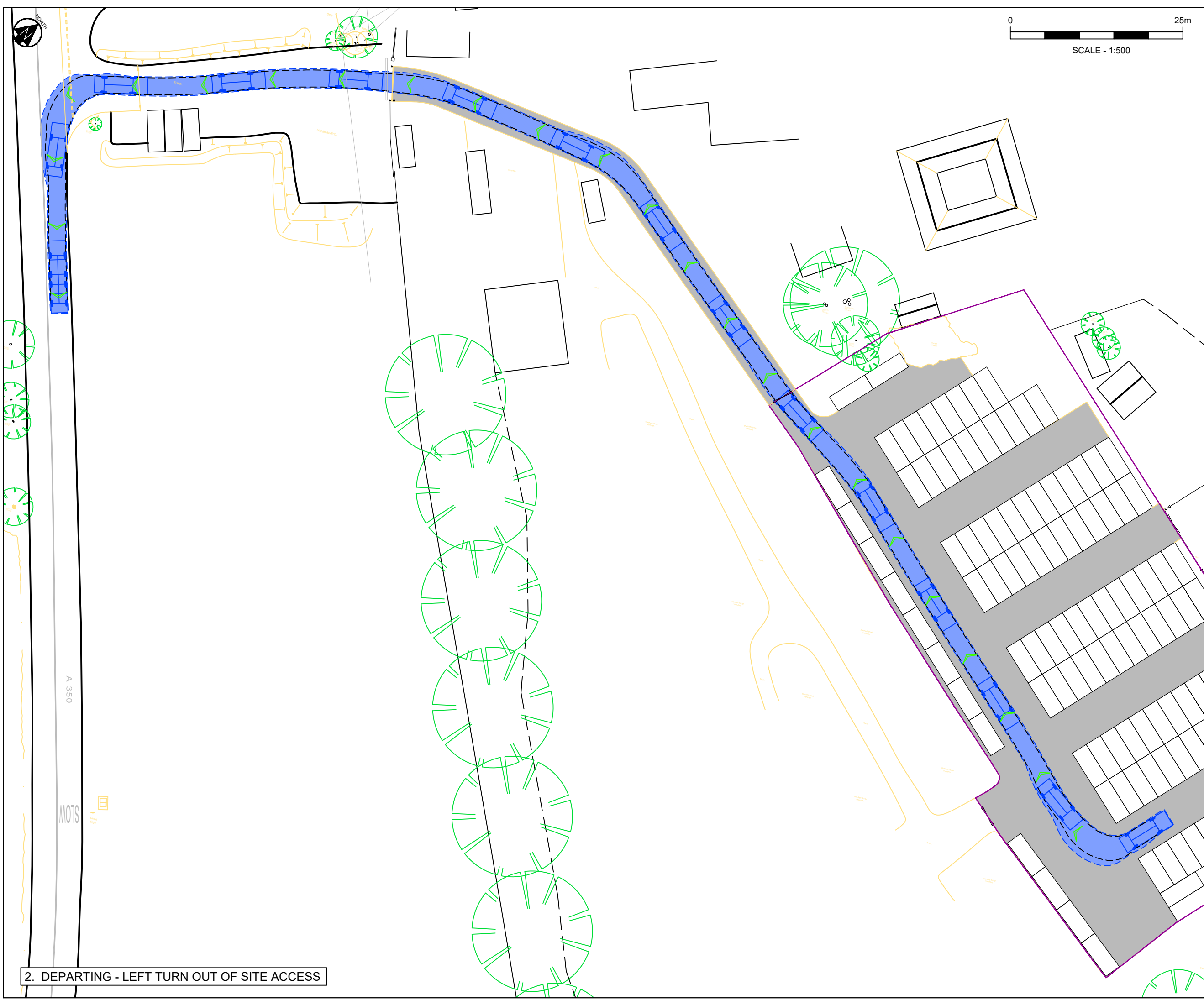
Bellamy Transport Consultancy
The Barn, Sherford Street, Taunton, Somerset TA1 3RB
M 07533 195429 T 01823 354338
E Mike@bellamyc.com W www.bellamyc.com

Client
Langfords Car Spares

Project
PROPOSED STORAGE UNITS,
LANGFORDS CAR SPARES,
SEMLEY,
WILTSHIRE,
SP7 9AQ

Drawing title
Vehicle Swept Path Analysis
of a Fire Tender

Job no.	Drawing no.	Revision
BTC23062	SPA_01	P2
Status	Date	Issue Date
INFORMATION	15.12.25	15.12.25
Scale	Drawn by	Checked by
1:500 @ A3	RS	MB



2. DEPARTING - LEFT TURN OUT OF SITE ACCESS

DO NOT SCALE.
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Ordnance Survey AC0000808212

VEHICLE: FIRE TENDER

FORWARDREVERSE

Dennis Sabre Fire Tender (LWB)

Overall Length

7.700m

Overall Width

2.430m

Overall Body Height

3.512m

Min Body Ground Clearance

0.397m

Track Width

2.380m

Lock to Lock Time

5.00 sec

Kerb to Kerb Turning Radius

7.400m

Bellamy Transport Consultancy accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used and / or it's vehicle libraries.

NOTES:

P2	29.01.26	Layout updated	RS
P1	15.12.25	First issue	RS
Rev.	Date	Revision details	By

Bellamy Transport Consultancy

The Barn, Sherford Street, Taunton, Somerset TA1 3RB
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E Mike@bellamyc.com W www.bellamyc.com

Client
Langfords Car Spares

Project
PROPOSED STORAGE UNITS,
LANGFORDS CAR SPARES,
SEMLEY,
WILTSHIRE,
SP7 9AQ

Drawing title
Vehicle Swept Path Analysis
of a Fire Tender

Job no.	Drawing no.	Revision
BTC23062	SPA_02	P2
Status	Date	Issue Date
INFORMATION	15.12.25	15.12.25
Scale	Drawn by	Checked by
1:500 @ A3	RS	MB