

Application Number:	PL/2026/01039
Location:	Land Adjacent 2 Old Sarum Cottages, Portway, Old Sarum
Proposal:	Proposed siting of 23 containers to be used for self storage, installation of a perimeter fence, landscaping and parking

[Portway - Google Maps](#)

[2 Portway - Google Maps](#)

I refer to the revised plan numbered P25-038 01-01-001F received in respect of the site layout and parking for the proposal. It is noted acknowledged that the number of shipping containers has reduce from 23 to 22.

The additional HDM comments in respect of the revised plan are shown in **blue** below. Please note that the previous comments in **red** below have not been addressed from the April consultation response.

Relevant Planning History

PL/2025/07869 Proposed siting of 23 containers for self storage. Application withdrawn.

PL/2022/01048 - Erection of 4 terraced dwellings with parking, amenity areas and new access road. Permitted subject to conditions 28 June 2022.

Proposal

The proposed development relates to the siting of **22** containers to be used for self-storage, the installation of a perimeter fence, landscaping and parking, and is a resubmission of application PL/2025/07869, which was withdrawn.

There are no changes to the previous submission in relation to the access, parking and manoeuvring space within the site.

Sustainability

The site is outside of the settlement framework boundary, but is located close to the built-up area of Old Sarum.

There are pedestrian facilities on the southern side of the Portway providing connections to Old Sarum and its local facilities to the east.

It is, however, considered that the nature of the business is one which will likely be predominately accessed by cars and light vans.

It is noted that the Proposed Site Plan, Drawing No. P25-038 01-01-001E, indicates the provision of a formalised 1.8 m wide footway across the frontage of the red line application site. It is, however, considered that a footway of 2m width should be provided, and continued across the extents of the blue land also.

Such footway would need to be constructed to adoptable standards and dedicated as public highway through a legal agreement.

Traffic Generation and Parking Demand

The submitted Planning and Heritage Statement has not provided any detail of the expected operation of the self-storage facility in order to qualify the limited level of parking proposed for the use.

Details of the anticipated number of vehicles generated per day, and the operation/management of the facility should therefore be submitted to support the application. **No further detail has been provided on the operation/management of the facility to understand if there are any staffing/security requirements, or limitations on access to the facility by users.**

The additional information supplied by the applicant's agent refers to a number of different storage facilities, of varying sizes and locations. Whilst a number of the sites could not be considered comparable, the trip generation would suggest that the agent's conclusion that *"around 1 two way trip for every 35-40sqm looks reasonable. Our GIA is around 317sqm, so that gives 8 two way trips per day."* would be in line with the general operation of such facilities.

As a worst-case scenario, parking for 4 vehicles would therefore need to be accommodated on the application site, and given the constraints of the site, such parking provision would need to be demonstrated to be achievable, including the ability to manoeuvre within the site.

The proposed layout of the site indicates the provision of three car parking spaces, but they are not independently accessible and manoeuvring is contrived. It is noted that whilst two of the spaces appear to be numbered, one is marked as "visitor", and clarification is sought that all spaces on the site would be available only for users of the facility, or would there be a requirement for some staffing? **The proposed layout has reduced the number of containers to 22 and increased the parking spaces from 3 to 4. However, one space is still marked as "visitor" with no supporting information to clarify for who the spaces would be available, and if there is any requirement for staff parking. The arrangement for parking also still includes for a tandem parking arrangement for two spaces, such that they are not independently accessible, which is not appropriate.**

It is considered that a reduction in the number of containers on the site would enable parking to be provided perpendicular to the access road with sufficient space behind such spaces for manoeuvring, and provide for any fluctuation in parking demand which could see concentrated use at the most popular times, such as weekends. **It is still maintained that a reduction in the number of containers (more than just a single container) on the site would achieve a more appropriate arrangement for access, parking and manoeuvring.**

Access and Parking

The road network is considered appropriate to accommodate the nature and likely number of vehicles that would be generated by the proposed use.

Summary and Recommendation

Whilst the traffic generation associated with the proposed type of storage, together with the proposed layout for parking and manoeuvring, are likely to be acceptable, it is considered that further information on the level of daily use of the facility and the demand for parking is necessary. **Given the additional information on trip generation, it is considered that the proposed parking layout is not appropriate for the use, and a revised arrangement which provides for more accessible parking and manoeuvring for all users is necessary. A revised parking arrangement which could accommodate parking for 4 cars would seem achievable with the reorientation of the parking spaces, and potentially the loss of a couple of storage**

The following sketch shows an indication of how an acceptable arrangement could be achieved, however, it would need to be supported with swept path analysis to show the vehicle tracking. It may also be possible to locate the parking further south, but this would need to be demonstrated not to affect the use of the access.



The application does not include sufficient information regarding the management/operation of the facility to enable the LPA to determine whether the on-site parking and turning arrangements are satisfactory for the use.

However, if an amended plan were to be submitted which demonstrates an appropriate arrangement for the parking of 4 vehicles, together with sufficient on-site turning facilities, it is likely that a positive highway recommendation could be made. In this instance, the following conditions could be recommended.

No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4 metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge

of the carriageway 115 metres to the right (west) and 125 metres to the left (east) from the centre of the access . Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 900mm above the level of the adjacent carriageway.
REASON: In the interests of highway safety.

No part of the development shall be first brought into use until details of the new access and a 2m wide footway across the entire frontage of the red and blue land, including details of surfacing and radius kerbs, have been submitted to and approved by the Local Planning Authority. Such access and footway shall be constructed prior to the first use of the development.
Reason: In the interests of highway safety.

INFORMATIVES

The developer/applicant will be expected to enter into a S278/S38 Agreement with the Highway Authority before commencement of the access and footway works hereby approved. Please contact the Highway Development Management Team at highwaysdevelopment@wiltshire.gov.uk

The applicant must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of road side ditches) will require full Land Drainage Consent. Please contact the Drainage Team at Drainage@wiltshire.gov.uk

Amanda Hall
Highways Development Management Engineer