

**Our ref:** DS/SpencerOLR

8<sup>th</sup> September 2026

Development Management  
Wiltshire Council (North)  
Monkton Park  
Chippenham  
Wiltshire  
SN15 3DB

*Willis & Co.*

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Dear Sir/Madam,

**Town and Country Planning Act 1990**

**Demolition of existing building and erection of building for self storage use (Class B8) (Outline) at All Boxed Self Storage, Bath Road Industrial Estate, Bath Road, Chippenham, Wiltshire SN14 0AB.**

**Introduction**

1. We are instructed by Mr Daren Spencer of All Boxed Ltd, to prepare and submit this outline planning application for the demolition of the existing building and erection of building for self storage use at the above site. Please find enclosed in support of this application:
  - The completed planning application forms and certificates;
  - Planning, Design and Access Statement (this letter);
  - Site Location Plan, no. AB-JH-01;
  - Site Plan as Existing, no. AB-JH-02;
  - Site Plan and Roof Plan as Proposed, no. AB-JH-03;
  - Elevations as Existing, no. AB-JH-04;
  - Ground and First Floor Plans as Proposed, no. AB-JH-05;
  - Second and Third Floor Plans as Proposed, no. AB-JH-06;
  - Elevations as Proposed, no. AB-JH-07;
  - Tree Survey Report with Tree Constraints Plan by Wessex Tree Consultancy, dated 20<sup>th</sup> November 2025,
  - Tree and Hedge Planting Proposals by Wessex Tree Consultancy; and,
  - the appropriate application fee of £610.
2. This outline application is a resubmission following a refusal of application; PL/2025/06859 - Outline Planning Permission for the Erection of building for self storage use (Class B8) after demolition of existing self-storage building. The application was refused on 24<sup>th</sup> October 2025 for 5 reasons, discussed below.
3. Since the determination of the previous application a new National Planning Policy Framework (August 2026) has been published. This application

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discusses both versions of the NPPF as the previous application was decided under the NPPF (December 2024).

**Background**

4. Bath Road Industrial Estate is located to the west of Chippenham, just off and to the north of Bath Road. The main line railway track sits above this part of the town and runs from south to the north east, to the east of the industrial estate.
5. The site is located to the north west of the industrial estate within an area of some 0.1 hectares. It contains a single storey blockwork building fronting the road, with a storey and a half brick and metal sheet building adjoining the rear (west), painted bright yellow (the business colour). Shipping containers are positioned to the south of the site with hardstanding access between the two rows of containers. The buildings and containers are all used for self storage in relation to the All Boxed business.
6. To the front (east) of the single storey blockwork building, there is a very small area of landscaping that consists of mown grass and five small trees. To the north is a small hardstanding area where vehicles are parked to load and unload storage items, via the roller door to the rear of the All Boxed building.
7. Self storage is becoming increasingly popular, and the applicant has explored ways of expanding his business to keep up with the demand. Increasing the amount of storage units on the existing site, in this central location appears to be the best and most viable solution.

**Planning History**

8. The relevant planning history is as follows:

| Ref. No.      | Description                                                                                                                                                                                            | Decision                             |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| PL/2025/06859 | Outline Planning Permission for the Erection of building for self storage use (Class B8) after demolition of existing self-storage building. All Matters Reserved except for Access, Layout and Scale. | Refused 24/10/2025                   |
| PL/2025/06860 | Erection of a sign on the east elevation of All Boxed Self Storage.                                                                                                                                    | Refused 24/10/2025                   |
| PL/2024/11128 | Use of land for self-storage and siting of 14no external storage containers (Class B8) (Retrospective)                                                                                                 | Approved with conditions 17/01/2025. |

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**Previous Reasons for Refusal**

9. The five reasons for refusal for the previous outline application (ref, PL/2025/06859) are addressed in turn below:
10. Reason for refusal 1 – *By virtue of the size of the unit and the scale of replacement building, the scheme represents unacceptable overdevelopment of the site. The development proposed would result in an cramped appearance with minimal external area to serve the building which is out of keeping with the character of the industrial estate and would result in an unduly prominent, discordant feature.*
11. *The scheme is contrary to Core Policy 57 of the Wiltshire Core Strategy, SCC2 of the Chippenham Neighbourhood Development Plan and Paragraph 135 of the National Planning Policy Framework.*
12. The footprint of the building has been significantly reduced from the previous application, from around 865m<sup>2</sup> to 720m<sup>2</sup>, making the footprint around 145m<sup>2</sup> smaller than the previous application. This will ensure that tree and hedge planting can be accommodated to retain and enhance the character of the industrial estate.
13. Reason for refusal 2 – *The scheme fails to demonstrate that the layout would provide adequate secure, covered and accessible cycle storage in line with the Council's wider aims to encourage more sustainable forms of travel and as such fails to demonstrate how the development will support the use of sustainable transport modes.*
14. *The scheme is contrary to the requirements of the Wiltshire Local Transport Plan 3 (Cycling Strategy), Core Policies 61 and 64 of the Wiltshire Core Strategy and T1 of the Chippenham Neighbourhood Development Plan.*
15. This revised scheme includes a cycle storage area inside of the proposed building, as shown on the Proposed Ground Floor Plan (no. AB-JH-05).
16. Reason for refusal 3 – *By virtue of the size of the indicative parking bays not meeting standard sizes, the application fails to demonstrate that the proposed layout will allow for sufficient parking to serve the proposed scale of the replacement building. The layout further fails to demonstrate that cars can safely access and leave the site without resulting in harm to pedestrians.*
17. *The scheme represents harm to highway safety, contrary to the requirements of the Wiltshire Local Transport Plan 3 (Parking Strategy), Core Policies 61 and 64 of the Wiltshire Core Strategy and provisions of Chapter 9 of the National Planning Policy Framework.*

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18. The parking layout has been adjusted to ensure that the parking bays meet parking standard sizes and that cars can access and egress the site in forward gear. See drawing no. AB-JH-05, Ground and First Floor Plans as Proposed.
19. Reason for refusal 4 – *The scale and layout of the development will require the removal of trees from the site and there has been insufficient information provided to demonstrate whether their removal will trigger a requirement for re-planting of trees in line with guidance held within the Tree Planting Guide associated with the Chippenham Neighbourhood Development Plan.*
20. *The scheme fails to demonstrate compliance with the Tree Planting Guide and is contrary to the aims of GI5 of the Chippenham Neighbourhood Development Plan, Core Policy 51 of the Wiltshire Core Strategy and Paragraph 136 of the National Planning Policy Framework.*
21. A tree survey has been carried out by Wessex Tree Consultancy, and their Tree Report (attached herewith) shows that none of the existing trees are worthy of retention.
22. Now that there has been a reduction in the footprint of the building, there is ample space available for the planting of new trees and hedgerows on the site. The proposed planting has been scheme has been advised by the arboriculturalist and is shown on the submitted Tree and Hedge Planting Proposals, which includes a plan and the recommendations.
23. Reason for refusal 5 – *The scheme fails to demonstrate that the proposal is being designed to ensure compliance with the sustainable construction and BREEAM requirements of the development plan that are fundamental to the achievement of sustainable development within the Wiltshire context and support the transition to net zero by 2050.*
24. *The scheme is contrary to the requirements of Core Policies 41 and 57 of the Wiltshire Core Strategy, SCC1 and SCC2 of the Chippenham Neighbourhood Development Plan and Paragraph 161 of the National Planning Policy Framework.*
25. Policy SCC1 states that; In seeking to achieve net zero carbon development, fabric energy efficiency should be prioritised as far as possible. It is inappropriate at this outline stage to insist on a full BREEAM assessment, this is something that can be done at the reserved matters stage.

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26. The applicant has considered energy efficiency and the future of the building, which has been designed to be as close to net zero carbon as possible; being well insulated (reducing energy use), led lighting will be installed, and clean, renewable power will be sourced via solar panels on the roof of the building, reducing the dependency on the National Grid. This accords with Core Policies 41 and 47 of the WCS and Policies SCC1 and SCC2 of the Chippenham Neighbourhood Development Plan, as well as paragraphs CC2 and CC3 of the NPPF.

**Description of Development**

27. The existing buildings will be demolished, and the storage containers will be removed. A new four storey building will be erected, covering the majority of the site, maximising the potential of the space for the purpose of the business.
28. The proposed ground floor consists of a car park to the south end of the building with the remainder of the ground floor of the building enclosed for storage. The first and second floors sit above the car park and expand across the remainder of the floor area, maximising the storage potential. The third floor does not extend over the parking area, only over the remaining floors, thus creating a staggered appearance to the building, in keeping with other buildings on the estate, which gradually step up from south to north on the west side of the road.
29. There are two stairway access points on each floor, with a lift to the south of the building. Each storage section contains fire doors and walkways to easily access either of the two exits/stairwells.
30. The car parking area consists of 6 parking bays, plus a disabled parking bay which is located closest to the storage facility entrance. Due to the nature of the business, there is a low level of traffic movements to and from the building, as the majority of the storage is used long term. Staff work remotely, therefore there is not a requirement for staff parking.
31. The flat roof, excluding the liftshaft roof area, will wholly contain solar panels, which will not be visible from the ground, minimising the energy demands of the building to close to net zero.
32. The internal layout contains multiple storage units of various sizes and a bicycle store, each of which will be accessed by a secure, fire safe door or a roller door. The number and sizes of the units are yet to be decided, although they will cover around 80% of the floor area, which is standard for this type of business. One of the units will be provided as a bicycle store, as shown on plan no. AB-JH-05. Stairwells positioned one to the north and one

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to the south of the building. A WC is provided in each stairwell on the ground floor. The southern stairwell will also include a lift ensuring that the whole building is accessible.

33. The proposed materials will be very similar to the All Boxed building in Melksham, as shown on Image 1 below. Profile steel sheeting will envelop the exterior of the proposed building, in the business's corporate colour of dark grey. Windows and doorways will have yellow framed surrounds, in the business's corporate colour of Aztec Yellow (as shown in Image 1, below).



Image 1: All Boxed, Melksham - colours and materials used.

34. The approximate internal floor areas of the building are set out below:

| Floor  | Measurments                 | Total m <sup>2</sup> |
|--------|-----------------------------|----------------------|
| Ground | (30.6 x 14.4) + (5.3 x 8.4) | 485                  |
| First  | 46.6 x 14.4                 | 672                  |
| Second | 46.6 x 14.4                 | 672                  |
| Third  | (31.2 x 14.4) + (5.4 x 5.4) | 478                  |
|        | Total m <sup>2</sup>        | 2,307                |

35. The proposed building measures approximately; 48m (w) x 15m (d), creating a footprint of around 720m<sup>2</sup>. The height of 10m over the car park area (south) and 13m at the highest point across the remainder of the building, as shown on plan ref. AB-JH-07, similar in height to Jewsons Builders Merchants to the west of the site.

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36. The business will be accessible 24 hours a day, seven days a week. The building will contain CCTV cameras, which will be monitored 24/7.

**Relevant Planning Policies**

37. We consider that the relevant policies for this application are contained in the National Planning Policy Framework (August 2026) (NPPF) and the Wiltshire Core Strategy (adopted January 2015) (WCS). the Chippenham Neighbourhood Plan 2023-2038 (Made 2024) (CNP) and the Wiltshire Design Guide (adopted March 2024) (WDG).

**National Planning Policy**

38. The NPPF focuses on achieving sustainable development through the planning system by focusing on the three overarching objectives; economic, social and environmental. These objectives are not essential to the judgement of a development, local circumstances should also be taken into account; *to reflect the character, needs and opportunities of each area* (Chapter 1, paragraph 18).
39. Chapter 3 of the NPPF; *The objective of the policies in this chapter is to ensure that development proposals are informed by appropriate information and decided in a way which is proportionate, timely and effective.*
40. DM1 discusses the requirements for development proposals, initially for major developments, then moves on to paragraph 2; *Proposals for other types of development should be supported by the minimum necessary information requirements to enable a decision.*
41. DM3: Determining development proposals; *When considering development proposals, local planning authorities should:*
- a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;*
  - b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;*
  - c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;*
  - d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the*

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*decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal;*

*e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and*

*f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations.*

42. Chapter 4. Achieving sustainable development. S4: Principle of development within settlements; *Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.*
43. Chapter 5. Meeting the challenge of climate change, where the objective is to; *support the transition to net zero by 2050 and to shape places in ways which are more resilient to the effects of climate change.*
44. CC2: mitigation of climate change encourages proposals to contribute to climate change mitigation and the transition to carbon net zero by; improving patterns of movement and zero-emission vehicles; support access to facilities; conserving energy through design; create or restore habitats through planting.
45. Paragraph 2 of CC2 promotes improved energy efficiency and natural energy sources; *Substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights) where this would be achieved through proposals for development.*
46. CC3: Adaptation to climate change; *Development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme.* Including; being located in low risk flood areas and tree planting.
47. CC3 continues (paragraph 2); *Substantial weight should be given to the benefits of improving the resilience of existing buildings and public spaces to anticipated climate change impacts where this would be achieved through proposals for development.*
48. Chapter 7. Building a strong, effective economy. The objective of this policy is to; *enable businesses to invest, expand and adapt in a way that reflects*

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*the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.*

49. E2: Meeting the need for business land and premises. *To support business growth, substantial weight should be given to: The economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt.*
50. Chapter 14. Achieving well-designed places. The objective of this policy is to; *promote high quality, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes.*
51. DP3: Key principles for well-designed places; *Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.*
52. Paragraph 2 of DP3 sets out aspects of the principles that development proposals should reflect, where relevant, these include; climate, nature, movement and built form.
53. Chapter 15. Promoting sustainable transport. The objective of this policy is to ensure that transport considerations are taken onto account with development proposals.
54. Policy TR3: Locating development in sustainable locations. Paragraph 1 sets out the principles for sustainable patterns of movement; *So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*
  - a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*
  - b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which*

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*can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*

*c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*

*d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution.*

55. Policy TR4: Street design, access and parking. Paragraph 1; *To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*

*a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services.*

*d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*

*e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*

56. Paragraph 4 of policy TR6; 4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

57. Chapter 18 Managing flood risk and coastal change. The relevant policy being F4: Assessing flood risk for decision-making. Paragraph 2; In Flood

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Zone 1, a site-specific flood risk assessment should inform and accompany all development proposals involving:

- a. Sites of one hectare or more;
- b. Land which has been identified by the Environment Agency as having critical drainage problems; and
- c. Land identified in a strategic flood risk assessment or the Flood Map for Planning as being at risk of flooding from any source, whether now or in the future.

58. The annexes included in the NPPF are all material considerations.

59. Annex A, paragraph 2; *Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. The only exception to this is where they have been examined and adopted or made against this Framework. Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of this Framework.*

**Local Planning Policy**

Wiltshire Core Strategy

60. The WCS, Core Policies 1 and 2 are the settlement and delivery strategies. These focus on directing development to the most sustainable locations within Wiltshire. Core Policy 10 is the spatial strategy for the Chippenham Community Area and Chippenham is classed as a Principal Settlement, which is the primary focus for development.
61. Core Policy 41, Climate Change Adaptation states; *New development, building conversions, refurbishments and extensions will be encouraged to incorporate design measures to reduce energy demand. Development will be well insulated and designed to take advantage of natural light and heat from the sun and use natural air movement for ventilation, whilst maximising cooling in the summer.*
62. It continues; *All non-residential development will be required to achieve the relevant BREEAM "Very Good" standards, rising to the relevant BREEAM "Excellent" standards from 2019.*
63. Core Policy 50 Biodiversity and Geodiversity states; *All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.*

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64. Core Policy 57 Ensuring High Quality Design and Place Shaping states; *All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.*

65. Core Policy 61 Transport and New Development states; *New development should be located and designed to reduce the need to travel.*

Chippenham Neighbourhood Plan

66. The CNP vision and objectives encompass the supporting of existing businesses.

67. Policy SCC1 – Net Zero Carbon Development states; *In seeking to achieve net zero carbon development, fabric energy efficiency should be prioritised as far as possible.*

68. Policy SCC2 - Sustainable Design and Construction states; *Proposals for all major developments will demonstrate optimised sustainability credentials in terms of a) design, b) construction materials and c) methods of construction, minimising or avoiding emissions and other environmental impacts.*

69. Policy GI1 - Protecting and Enhancing Biodiversity states that; *Features of significant biodiversity value should be retained and enhanced.*

70. Policy GI5 – Trees, Woodlands and Hedgerows states; *Where there is an unavoidable loss of trees on site, the number of replacement trees shall have regard to the advice set out in the Tree Planting Guide. In selecting new or replacement tree species regard shall be had to the advice set out in the Tree Planting Guide – with a preference for native, large-canopied and orchard species.*

Wiltshire Design Guide

71. The WDG Vision reads; *Appreciating context and focusing on what is important for shaping the future should give a clear direction to designs coming forward in Wiltshire, allowing them to make a positive contribution to its character.*

72. Paragraph 5.4.1 of the WDG states; *Designs should carefully consider the size, scale, form and placing of street furniture, lighting columns, signage, utility service cabinets, CCTV camera poles etc. in relation to the setting of buildings and landscapes, to avoid conflict with significant views and vistas and or diminish the setting of these.*

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73. Paragraph 10.1.3 discusses Resources and states; *The Climate strategy states that, "New buildings need to be net zero carbon as soon as possible, using less energy and running on low carbon sources of electricity and heat.*
74. Paragraph 10.2.1 continues; *Applicants and assessors are expected to have regard to the principles of the Energy Hierarchy: 1st - Reduce the need for energy 2nd - Improve the energy efficiency 3rd - Maximise use of renewable energy.*

**Planning Considerations**

Principle

75. The previous application refusal has informed the issues with that application; therefore, we did not see it necessary to submit a pre-application as the issues raised previously have been addressed in this application. There are no other planning matters raised by this proposal. The Previous Reasons for Refusal section (above) addresses each reason in turn.
76. The application site is located within a principal settlement, where there is a primary focus for development. There will be no material change of use to the land on this existing employment site, this is an expansion of the existing business.
77. The proposal makes effective use of the land by using almost the whole site for the one building, as opposed to 2 buildings and storage containers. The building extended over 4 storeys will provide the maximum potential for the business, without negatively impacting the environment.
78. The proposal will have a positive impact on the local economy, with both the construction and by the additional rental units that the proposal will create.

Design

79. The building has been designed to make effective use of the whole site, with the consideration of surrounding buildings. The four storey building will not impact neighbouring amenities, as it sits marginally higher than the neighbouring Jewson building to the west. The principal elevation to the east will sit higher than the neighbouring building that is located around 36m to the east. The existing buildings on this side (west) of the road step upwards, from south to east, which is considered in the design of this building.
80. The proposed building in the centre of the industrial estate will not have an impact on residential amenity. There will be no conflict with significant views or vistas. The building will be visible from the railway line, which is located around 140m to the east. This will be beneficial to the business, as the

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building and potential signage will be seen by commuters travelling on the train, through Chippenham.

81. Sustainability has been considered through the building design, reducing energy demand. Replacing the dated industrial building with a modern, well insulated, energy efficient building will enhance the energy efficiency and ensure a secure long-term future of the building. The proposed landscaping features will enhance the character and appearance of the building, as well as enhancing biodiversity.
82. The building will be painted in the business' corporate colours, as shown on Image 1 above.

Landscape and Biodiversity

83. The existing planted area, which contains five small trees and some mown grass. A Tree Survey has been carried out and concluded; all of the existing trees on site have been assessed and graded as "Category U" which means they are unsuitable for retention, as detailed on the attached Tree Survey Report.
84. Landscaping details have been provided with this application, see the Tree and Hedge Planting Proposals attached herewith.
85. The site is less than 0.2 hectares; therefore, biodiversity net gain does not apply. However, the proposed tree and hedge planting onsite will enhance the biodiversity and character of the area.

Access and parking

86. The storage facility within the town is in a convenient location and easily accessible to people using the storage, which is likely to be mainly used by residents of the town. The proposal includes a cycle store, as well as 7 car parking spaces (including a disabled parking bay), as well as having good public transport links. Bus numbers X31, X34, 44D and 636 stop outside B&Q on the Bath Road, a short walk from the site.
87. The proposed parking spaces reflects the location and nature of the development being a self storage facility, there are very few visits to the building on a weekly basis. For example, another storage facility owned by the applicant, which contains 76 individual storage units, generates 3 car visits a day; one of which is the same person who visits most days. Furthermore, no staff parking is required, as there are no staff onsite, they work remotely.

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88. The proposed building will be served by the existing access, and the residual cumulative impacts are negligible. There is no severe adverse impact on the transport network or highway safety.

Other matters

89. The applicant will accept a condition that removes permitted development rights, so that the building can only be used for self storage within Class B8.

**Concluding Summary**

90. This resubmission of outline application ref. PL/2025/06859 has addressed the previous reasons for refusal.

91. The proposed demolition of the existing building and erection of a new, larger self storage building will allow for the expansion of this local business, which will in turn benefit the economy.

92. Building on the same footprint and retaining the area for landscaping will ensure that the impact on biodiversity is negligible. A landscaping scheme can be provided as part of a reserved matters application.

93. There is no change to the access and the proposal benefits from additional parking spaces. An ample amount due to infrequent movements for this type of storage, which is mainly household.

94. The proposed building will reduce the need for energy by improving the energy efficiency and it will maximise the use of renewable energy by the addition of solar panels. The proposal meets the relevant design principles as set out in the NPPF.

95. There are no adverse effects that would substantially outweigh the benefits of this proposal.

96. We trust that you have all of the necessary information that you require to validate and determine this application. If the officer does require further information or clarification on any element of the proposal, we invite a discussion during the determination process.

Yours faithfully,



Debbie Silver