

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/05706

Site Address: All Boxed, Bath Road Industrial Estate, Bath Road, Chippenham, SN14 0AB.

Proposal: Demolition of existing building and erection of building for self-storage use (Class B8) (Outline).

Date of Consultation Response: 09/10/2026

I refer to the above planning application dated 02/10/2025 seeking outline planning permission for the demolition of existing building and erection of building for self-storage use (Class B8).

The site is located with existing access onto Bath Road Industrial Estate, an unclassified section of public highway subject to a speed limit of 30mph. It was previously disclosed that the main building houses some 62 storage units and 14 containers are located to the south of the main building accessed via direct access to the public highway.

The containers sit either side of an existing access point this would be retained to allow access to the proposed internal parking. To the north of the main building 5 vehicle parking spaces are currently located, this parking would no longer be available, on street parking is available by virtue of no parking restrictions in the area. The existing floor space for the B8 use is some 753sqm and it is proposed to provide some 2307sqm over 4 floors in place of the existing building and containers. This would be an additional 1554sqm of B8 storage space. From the plans submitted it would appear that there now would be some 32 units with varying sizes, this would be a reduction in the units but I would assume that the previous 62 units were the maximum number of smaller units within the site, plus the 14 containers would raise the total existing units to 76.

The vehicle parking provision is within the maximum standards of 13 spaces, however there is a minimum of 8 spaces required for the B8 use class over 500sqm, therefore the site does not meet the required minimum standard. Total vehicle parking for the site has been indicated internally with 7 spaces being demonstrated, including an accessible bay.

I believe that given the parking provision on site there is likely to be a single vehicle displaced onto the public highway in an area where on-street parking is available and therefore this may be considered acceptable.

As with the previous application, the vehicle parking layout does not show correct parking bays at a minimum of 2.4m x 4.8m and it is considered that larger vehicles may be required to access the site to load/unload into units. The accessible bay is shown at 4.8m x 3.6m, all other vehicle parking is shown with varying bay sizes, with one bay being only 1.9m width, it would also be required to demonstrate that the space within the parking area would be manoeuvrable for the purposes of entry/exit from the building, from the proposed site layout it can be seen that the proposed building is directly adjacent to the footway and as such it would not be considered acceptable to reverse out of the building as vehicles would be in direct conflict with pedestrians. I understand that previously this was accepted, however the area which was being accessed would have only had a single vehicle parked, this proposal would intensify this access.

Cycle parking is now indicated which would be required in line with Wiltshire Councils LTP3 Cycling Strategy, this would require a minimum of 9 secure and covered cycle spaces. It is

unclear if this can be accommodated in the area indicated, and would be beneficial to provide an element of short stay accessible bays outside of the building also.

The nature of the site for self-storage purposes operated on a remote basis would not be considered an issue with regard to traffic generation or parking demand, the vehicle parking provision for the site is within the maximum standards, though it does not meet the minimum threshold. There would be a requirement to provide cycle parking which can be conditioned as part of any approval.

I would however require clarification on the parking dimensions and available turning within the site. It should be demonstrated that each bay for vehicles would be accessible utilising swept path analysis or demonstrating a minimum of 6m clearance between bays and of dimensions specified above.

The principle of a larger facility, albeit with lesser storage units would be considered a benefit in terms of potential for reducing vehicle trip demand, however it would be required to demonstrate parking and access for all would be safe and suitable in accordance with required standards.

If you have any queries regarding the above advice, please contact:

HighwaysDevelopment@wiltshire.gov.uk