Planning

part of the gbpartnerships group

For and on behalf of
The Hill Family Property Ltd

Planning Design & Access Statement

Plot 4, Harvard Road Industrial Estate, Kimbolton, Huntingdon, Cambridgeshire, PE28 0NJ

Prepared by
DLP Planning Consulting Ltd
Rugby

October 2026

Prepared by:	Brenda Cyurinyana BA (Hons) MSc
Approved by:	Jonathan Gentry
Date:	October 2026

DLP Planning Consulting Limited

18 Regent Place
Rugby
CV21 2PN

Tel: 01788 562233

DLP Planning Consulting Limited disclaims any responsibility to the client and others in respect of matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence. This report is confidential to the client and DLP accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

CONTENTS PAGE

1.0 Introduction 4
2.0 Site Location and Context 5
3.0 Relevant Planning History 7
4.0 Proposed DEVELOPMENT 8
5.0 Planning Policy 10
Other Relevant National Decision-Making Policies ..... **Error! Bookmark not defined.**
Transport, Amenity and the Natural Environment 13
6.0 Planning assessment 14
Principle of Development 14
Local Need 14
Access, Parking and Highway Safety 15
Ecology 16
Flood Risk and Drainage 16
Biodiversity Net Gain Exemption 16
Visual impact 17
Planning Balance 17
7.0 conclusion 18

Commented [JG1]: Update when finished

1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by DLP Planning Ltd for and on behalf of The Hill Family Property Ltd ("the Applicant") in support of a full planning application for the change of use of the land to a self-storage yard (Use Class B8) and associated works at Plot 4, Harvard Road Industrial Estate, Kimbolton, Huntingdon, PE28 0NJ. The proposal comprises a mix of open storage and shipping containers, together with associated access, fencing and landscaping.

1.2 In addition to this Planning Statement, the application is supported by the following documents:

- Application Forms and Ownership Notices, duly completed;
- Covering Letter;
- Location Plan C5218 - D01;
- Proposed Layout Plan C5218 - D02 Rev B;
- Transport Statement, prepared by Tutum Consulting; and
- Preliminary Ecological Appraisal, prepared by Arbtech Consulting Ltd.

1.3 This Planning Statement sets out the site and surrounding context (Section 2); relevant planning history (Section 3); details of the proposed development (Section 4); the relevant planning policy framework (Section 5); an assessment of the proposal (Section 6); and the overall conclusions (Section 7).

2.0 SITE LOCATION AND CONTEXT

2.1 The application site comprises a generally rectangular parcel of land measuring approximately 0.2 hectares, located at Plot 4, Harvard Road Industrial Estate, Kimbolton, Huntingdon, PE28 0NJ. The site is currently vacant and predominantly covered by bramble scrub, and sits within the wider Harvard Industrial Estate, which comprises a number of existing commercial and industrial uses.

Commented [BC2]: Double check

Commented [JG3R2]: Check with Paul G

2.2 The site is located on the eastern side of Harvard Way, within the industrial estate. The land is bounded by Harvard Way to the west, whilst land beyond the site to the north and east that formed part of the former RAF Kimbolton now subject to arable agricultural use. To the south and west are other commercial and industrial premises and associated land within the estate. The surrounding area is therefore characterised by a mix of established employment uses and open agricultural land.

2.3 Harvard Industrial Estate lies to the north of Kimbolton and to the south of Stow Longa, accessed primarily from Stow Road. The wider estate is recognised as an employment location and contains a range of business uses that make a valuable contribution to the local economy.

2.4 The site is identified within the Huntingdonshire Local Plan to 2036 as lying within an Established Employment Area. In this context, the site is located in an area where employment-related development is supported in principle, subject to compliance with other relevant planning considerations.

2.5 In terms of existing site characteristics, the Preliminary Ecological Appraisal records that the site comprises predominantly bramble scrub, a single elder tree, areas of ruderal vegetation, and a strip of developed land / sealed surface along the eastern boundary, reflecting the site's partly disturbed and previously influenced character.

2.6 The surrounding landscape is predominantly rural in nature beyond the industrial estate, with

arable land to the north and east and small pockets of woodland in the wider area. Notwithstanding this, the site itself is contained within the industrial estate and is read in the context of the surrounding commercial development.

2.7 According to the Environment Agency's Flood Map for Planning, the site lies within Flood Zone 1, and is therefore at the lowest probability of fluvial flooding.

2.8 The site is not located within, or adjacent to, a Conservation Area, and there are no designated heritage assets within the site itself. The site is not subject to any other identified planning constraints or designations. The proposal therefore relates to a parcel of land within an established commercial location, where the principle of business use is consistent with the prevailing character of the area.

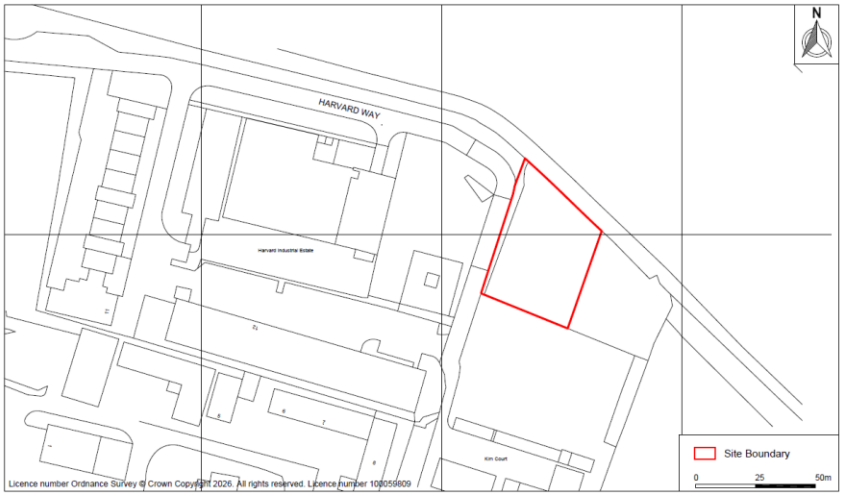


Figure 1: Site Location plan

3.0 RELEVANT PLANNING HISTORY

3.1 A review of the Council's online planning register identifies the following planning applications of relevance to the site.

Application Reference	Proposed Development	Decision
03/02006/FUL	Erection of business unit (B1) with parking and landscaping	Approved – 18 September 2003
07/04037/FUL	Erection of two storey building for B1(c) use with associated vehicle access, car parking and landscaping	Approved – 30 April 2008
21/00883/FUL	Erection of industrial unit on industrial land with parking, turning aprons and internal office space	Refused – 13 December 2023
25/00341/FUL	Change of use of land to a self-storage yard (Use Class B8) and associated works, including landscaping	Withdrawn

Commented [BC4]: Add the remaining PH

4.0 PROPOSED DEVELOPMENT

4.1 The submitted application seeks full planning permission for the change of use of the land to a self-storage yard (Use Class B8) and associated works at the site. The proposed development comprises a mixed self-storage facility incorporating 30 shipping containers and an area of open-air storage within the site.

4.2 The submitted layout plan shows that the containers will be positioned around the site in a manner which allows for vehicle circulation, access to individual units, and use of the open storage area. The development has been designed to operate as a flexible self-storage facility capable of serving both domestic and small-scale commercial users.

Commented [JG5]: Insert layout plan here



Figure 2: Proposed Layout plan

4.3 The proposed containers will comprise industry standard units measuring approximately 6.09m in length, 2.43m in width and 2.43m in height. The layout plan confirms that the containers will be finished in forest green, which is considered appropriate in the context of the wider industrial estate and will help to assimilate the development into its surroundings.

4.4 In addition to the containers, the proposal includes an open-air storage area which will provide flexibility in the operation of the site. As set out in the Transport Statement, this area may be used for the storage of vehicles and general items in association with the self-storage

use. The overall character of the proposal remains one of a low-intensity B8 storage use.

4.5 Access to the site will be taken from Harvard Way via a new vehicular access located along the western boundary. The access will include a sliding gate, with visibility splays of 2.4m x 17m shown on the submitted layout plan. The Transport Statement confirms that the proposed access arrangements are safe and suitable for the intended use, and that the site can accommodate the anticipated vehicle movements associated with the development.

4.6 The site will be enclosed by 2.4m palisade fencing, and additional boundary treatment is proposed in the form of native hedgerow screening within the fencing. This landscaping will assist in softening the appearance of the development, particularly in views from the surrounding open land, and will help integrate the proposal into the edge-of-estate setting.

4.7 The development will operate as a self-storage facility with user access to the site on an as-needed basis. No formal staff presence is proposed on site, and users will typically arrive for short periods to load and unload items directly adjacent to the relevant storage container or open storage area. On this basis, the proposal does not include marked parking spaces, as sufficient space is available within the site for vehicles to stop for loading and unloading without prejudice to internal circulation.

4.8 Given the nature of the development, it is not considered necessary to provide cycle parking within the site. Similarly, while national policy encourages the provision of infrastructure for ultra-low emission vehicles where appropriate, the short duration and occasional nature of visits to the site means that dedicated electric vehicle charging provision is not considered necessary in this instance.

4.9 The proposal also incorporates associated operational and security measures typical of this form of development, including secure boundary treatment and controlled access. Overall, the proposed development represents a modest and functional storage use within an established employment location.

5.0 PLANNING POLICY

5.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications is undertaken in accordance with the development plan unless material considerations indicate otherwise.

5.2 The purpose of this Planning Statement is to assess the proposal against the key polices of both local and national guidance and set out how the proposal complies with the provisions of such policies.

Adopted Development Plan

5.3 The statutory Development Plan for Huntingdonshire comprises of the following documents:

- Huntingdonshire Local Plan to 2036

Huntingdonshire Local Plan to 2036

5.4 Policy LP1 – Amount of Development sets out that approximately 14,400 additional job will be created during the period 2011 – 2036.

5.5 Policy LP2 – Strategy for Development sets out a number of criteria in relation to the strategy for development for Huntingdonshire and also sets out the distribution of growth which advises there are four spatial planning areas where development would be focussed.

5.6 Policy LP5 – Flood Risk advises that development will only be supported where all forms of flood risk, including breaches of flood risk or other defence failures have been addressed. The application site lies entirely within Flood Zone 1 and is therefore at the lowest probable risk of flooding.

5.7 Policy LP7 – Spatial Planning Areas sets out the spatial planning areas within Huntingdonshire and defines how each policy should be applied. With regard to business development, the policy states:

"A proposal for business development (class 'B') will be supported where it is appropriately located within a built-up area of an identified Spatial Planning Area settlement. An appropriate location will include an Established Employment Area identified in policy LP18

'Established Employment Areas; a town centre defined in policy LP21 'Town Centre and Vitality and Viability' or the Alconbury Enterprise Zone." C5190P Plot 4 Harvard Rd Ind Est Kimbolton Goliath Storage Ltd Planning Statement February 2025

5.8 Policy LP11 – Design Context advises that a proposal will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings, including natural, historic and built environment, to help create distinctive, high quality and well-designed places. The policy goes onto advise that proposals will need to have applied the guidance contained within the Huntingdonshire Design Guide SPD (2017).

5.9 Policy LP12 – Design Implementation sets out that new development will be expected to be well designed based upon a thorough understanding of constraints and appraisals of the site's context, delivering attractive, usable and long lasting buildings and spaces.

5.10 Policy LP14 – Amenity advises that a proposal will be supported where a high standard of amenity for all users and occupiers of the proposed development and maintained for users of occupiers or neighbouring land and buildings.

5.11 Policy LP17 – Parking Provision and Vehicle Movement seeks development to incorporate appropriate space for vehicle movements, facilitates accessibility for service and emergency vehicles and incorporates adequate parking for vehicles and cycles.

5.12 Policy LP18 – Established Employment Areas advises that areas of land and buildings that contribute to the local economy and provide on-going employment opportunities have been identified as Established Employment Areas. A proposal for business development (class 'B') will be supported on land within an Established Employment Area.

5.13 Policy LP30 – Biodiversity and Geodiversity seeks to ensure that proposals will investigate all potential adverse impacts on biodiversity and geodiversity, as well as proposals not resulting in a loss of biodiversity but providing a net gain where possible.

5.14 Policy LP31 – Trees, Woodland, Hedges and Hedgerows advises that loss, threat or damage to any tree, woodland, hedge or hedgerow of visual, heritage or nature conservation value will only be acceptable where:

- *it is addressed firstly by seeking to avoid the impact, then to minimise the impact and*

finally where appropriate to include mitigation measures; or

- *there are sound arboricultural reasons to support the proposal.*

National Planning Policy

Commented [JG6]: This section needs to be updated to reflect the updated NPPF wording and policies

5.15 The National Planning Policy Framework (NPPF) was published in August 2026 and replaces the previous Framework published in December 2024. It sets out the Government's planning policies for plan-making and decision-making in England and is a material consideration of critical importance in determining development proposals.

5.16 Policies S3 to S5 establish the 2026 Framework's approach to the presumption in favour of sustainable development. Policy S3 requires proposals that accord with both an up-to-date development plan and the national decision-making policies to be approved without delay. As the site lies within an established employment area, the proposal should also be considered against Policy S4, under which development within settlements should be approved unless its benefits would be substantially outweighed by adverse effects when assessed against the Framework's national decision-making policies.

Achieving Sustainable Development and Supporting Economic Growth

5.17 Paragraph 17 of the Framework identifies three overarching and interdependent objectives of sustainable development: an economic objective, a social objective and an environmental objective. Paragraph 18 confirms that these objectives are delivered through development plans and the application of the Framework's policies and are not standalone criteria against which every proposal should be judged.

5.18 Policy E2 requires substantial weight to be given to the economic benefits of commercial development that allows businesses to invest, expand or adapt. It also directs consideration to market signals indicating an undersupply of particular business land or premises and to the specific locational requirements of storage, distribution and other goods-handling activities.

5.19 Policy E3 applies specifically to freight and logistics uses, a term which includes storage and distribution operations. It requires such proposals to have access to transport networks appropriate to the development, to be sited and designed to limit environmental impacts, to have an acceptable relationship with neighbouring uses and to provide sufficient and secure vehicle parking for the anticipated use.

5.20 Policy DP3 sets out the key principles for well-designed places. Development should respond to its context and, where relevant, address liveability, climate, nature, movement, built form, public space and identity. For this proposal, the relevant considerations include integration with the established industrial estate, functional access and circulation, appropriate boundary treatment, climate resilience and ecological enhancement.

Transport, Amenity and the Natural Environment

5.21 Policies TR3, TR4 and TR6 address sustainable locations, access, parking and transport impacts. They require safe and suitable access, appropriate provision for servicing and parking, and refusal only where a proposal would have an unacceptable impact on highway safety or a severe adverse impact on the transport network, taking proposed mitigation into account.

5.22 Policy P3 requires development to be appropriate for its location, taking account of the effects of pollution on health, living conditions and the natural environment. Proposals should avoid or mitigate unacceptable effects from noise, artificial light and other forms of pollution.

5.23 Policies N2 and N3 require proposals to conserve and enhance natural features where possible, minimise adverse effects on biodiversity, incorporate appropriate ecological features and landscaping, and make suitable provision for trees and their long-term maintenance. Policy N2 also confirms that significant biodiversity harm that cannot be avoided, mitigated or compensated for should result in refusal. These policies are relevant alongside the statutory biodiversity net gain regime and the recommendations of the submitted Preliminary Ecological Appraisal.

6.0 PLANNING ASSESSMENT

Principle of Development

6.1 The proposal must be determined in accordance with the development plan unless material considerations indicate otherwise. The August 2026 NPPF is a material consideration of critical importance. Policy S3 applies a presumption in favour of sustainable development and requires proposals that accord with both an up-to-date development plan and the national decision-making policies to be approved without delay. The proposed change of use to a self-storage yard (Use Class B8) is an appropriate form of development in this established employment location, subject to the detailed considerations addressed below.

6.2 The proposed development is situated within an Established Employment Area known as Harvard Industrial Estate, where employment uses have been established.

6.3 The development would bring a vacant parcel within an Established Employment Area into productive use and support the local economy. In accordance with Policy E2 of the NPPF, substantial weight should be given to the economic benefits of commercial development that enables businesses to invest, expand or adapt. The proposal would provide flexible storage accommodation for domestic and business users and accords with national and local objectives for economic growth.

6.4 Policy LP18 of the Local Plan supports Class B business development within an Established Employment Area. The proposed self-storage yard falls within Use Class B8 and therefore complies with Policy LP18. The proposal also accords with NPPF Policy E3, which applies to freight and logistics uses, including storage and distribution operations, because the site has access to an appropriate transport network, the layout limits environmental effects, the relationship with neighbouring employment uses is acceptable and sufficient space is available for vehicles associated with the anticipated use.

Commented [JG7]: Add NPPF support here

6.5 Accordingly, the principle of development is consistent with Local Plan Policy LP18 and NPPF Policies S3, E2 and E3. There are no identified adverse effects that would substantially outweigh the benefits of the proposal when assessed against the relevant national decision-making policies.

Local Need

6.6 The proposed storage containers would provide essential short to long term storage for both homeowners and businesses looking to move to the area and in need of additional space. Businesses often require space while they are in start-up phase or when they have excess stock. In terms of domestic customers in the local area, small scale storage is in demand and provides facilities for down sizers as well as homeowners moving into short term rented accommodation prior to purchasing a new property and other similar life events all create a need for additional storage space. Harvard Industrial Estate and the surrounding areas, lack these kinds of facilities and there are no current applications seeking similar permission within the proximity of the site. It is therefore demonstrated that the development would bring significant benefit to Huntingdon's residents and businesses.

6.7 Page 234 of the Huntingdonshire Local Plan acknowledges that Harvard and Bicton Industrial Estates meet a range of business needs and provide a valuable contribution to the local economy, despite their unsustainable location.

Access, Parking and Highway Safety

6.8 A Transport Statement, prepared by Tutum Consulting, has been submitted in support of the application. The assessment confirms that the proposed access arrangements from Harvard Way are safe and suitable for the intended use.

6.9 The Transport Statement demonstrates that the proposed development would generate a low level of vehicle movements, with trip generation assessed as negligible in the context of the surrounding highway network. No personal injury accidents were recorded within the study area over the most recent five-year period.

6.10 The internal layout of the site allows vehicles to manoeuvre safely and to load and unload directly adjacent to the storage containers or open storage area. No marked parking spaces are proposed, reflecting the short duration and low frequency of visits associated with the use.

6.11 The access, circulation and servicing arrangements accord with Local Plan Policy LP17 and NPPF Policies TR3 and TR4. Having regard to the findings of the Transport Statement, the proposal would not have an unacceptable impact on highway safety or a severe adverse impact on the transport network. It therefore complies with Policy TR6, including the decision-making test in Policy TR6(4).

Ecology

6.12 A Preliminary Ecological Appraisal (PEA) has been prepared and submitted with the application. It records that the site is dominated by bramble scrub and also contains ruderal vegetation, one elder tree and a strip of developed land / sealed surface. These habitats are assessed as being of low ecological value, but their presence and the potential use of the site by protected species have informed the proposed mitigation.

6.13 The PEA concludes that, subject to precautionary working methods, the development would not result in unacceptable effects on protected species. Measures relating to birds, reptiles, badgers, hazel dormice and small mammals can be secured through appropriately worded planning conditions. This approach accords with NPPF Policy N2, which requires adverse effects on biodiversity to be minimised and significant harm to be avoided, adequately mitigated or, as a last resort, compensated for.

6.14 The proposal provides opportunities for ecological enhancement through native boundary planting and habitat features. The detailed landscaping and ecological measures should conserve and enhance natural features where possible, support species and provide for appropriate long-term management, consistent with NPPF Policies N2 and N3 and Local Plan Policies LP30 and LP31.

Flood Risk and Drainage

6.15 The application site lies within Flood Zone 1 and is at low probability of river or sea flooding. The change of use to open and containerised storage is classified as a less vulnerable use for flood-risk purposes. No material alteration to the existing drainage arrangement is proposed. The development therefore accords with Local Plan Policy LP5 and the relevant national decision-making policies, including Policies CC3, F4 and F7. Any detailed drainage measures should ensure that surface-water runoff is managed without increasing flood risk elsewhere, in accordance with Policy F8.

Biodiversity Net Gain Exemption

6.16 Mandatory biodiversity net gain is governed by Schedule 7A to the Town and Country Planning Act 1990, inserted by the Environment Act 2021. Regulation 7A of the Biodiversity Gain Requirements (Exemptions) Regulations 2024, as inserted by the Biodiversity Gain (Town and Country Planning), provides that the biodiversity gain condition does not apply where the development site is no larger than 0.2 hectares and the development does not

impact an onsite priority habitat. The application site lies within the 0.2 hectare threshold and the PEA identifies bramble scrub, ruderal vegetation, one elder tree and developed land / sealed surface, rather than an onsite priority habitat. Accordingly, for an application made on or after 6 August 2026, the proposal falls within the exemption in Regulation 7A and is not required to deliver the statutory 10% biodiversity net gain. This does not remove the need to apply the mitigation hierarchy or to secure the ecological mitigation and enhancement measures identified in the PEA.

Visual impact

6.17 The proposal would change the appearance of a currently vacant and scrub-covered plot, but the site lies within an identified Established Employment Area and is read in the context of industrial buildings to the west and south-west. The single-storey containers would remain lower than adjacent buildings and their proposed finish, alongside detailed boundary treatment and native planting would assist their integration, including in views from the open countryside to the north and east.

6.18 The siting, scale, colour and landscaping respond appropriately to the site's employment-estate context. The development would therefore be acceptable in visual and landscape terms and would accord with Local Plan Policies LP11 and LP12 and NPPF Policy DP3, which requires proposals to respond to their context and reflect the relevant principles of climate, nature, movement, built form and identity.

Planning Balance

6.19 The proposal represents an appropriate and sustainable form of employment development within an established industrial estate. It would bring vacant land into productive use and provide economic benefits to which substantial weight should be given under NPPF Policy E2. It also complies with the relevant requirements for storage and logistics development in Policy E3 and would not give rise to unacceptable effects in relation to access and highway safety, amenity and pollution, design, flood risk or the natural environment when assessed against Policies TR3, TR4, TR6, P3, DP3, CC3, F4, F7, F8, N2 and N3.

6.20 The proposal accords with the development plan and the applicable national decision-making policies. In accordance with NPPF Policy S3, it should therefore be approved without delay. The identified economic and land-use benefits would not be substantially outweighed by any adverse effects when assessed against the Framework as a whole.

7.0 CONCLUSION

7.1 Overall, the application comprises a suitable proposal in an appropriate location within an Established Industrial Area, which will support the overall economic viability of the area. The proposal will protect the amenity of neighbouring occupiers and ensure satisfactory access.

7.2 The proposed development is consistent with Government advice within the NPPF and in accordance with local development plan policies, particularly Policies LP1, LP5, LP7, LP11, LP17, LP18, LP30, and LP31 of the Local Plan. It is therefore submitted that the proposal is an appropriate form of development that should be supported.

Bedford
Planning | Research & Analysis | Transport & Infrastructure
bedford@dlpconsultants.co.uk

Bristol
Planning | Research & Analysis | Transport & Infrastructure
bristol@dlpconsultants.co.uk

Liverpool
Planning
Liverpool@dlpconsultants.co.uk

London
Planning
London@dlpconsultants.co.uk

Rugby
Planning
Rugby.enquiries@dlpconsultants.co.uk

Sheffield
Planning | Research & Analysis | Transport & Infrastructure
Sheffield@dlpconsultants.co.uk

RTPI