



LAND & PROPERTY PLANNING
CHARTERED PLANNING CONSULTANTS

PLANNING STATEMENT

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“Retrospective change of use and conversion of part of Hut 1 from car storage (B8) to car repairs (Sui Generis).”

UNIT 1, Moonrakers Farm,
Gastard, Corsham, SN13 9QN

Applicant: Classic Car Safe LLP

November 2025

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1. Introduction

1.1 LP Planning Consultants have been instructed by Classic Car Safe LLP (the Applicant) to prepare and submit this Planning Statement in support of a full planning application seeking the retrospective change of use and conversion from car storage (B8) to vehicle repair (Sui Generis) at Hut 1, Moonrakers Farm, Corsham.

1.3 The proposed development is not “major” within the terms of Article 2 of the Town and Country Planning [Development Management Procedure (England) Order 2015] but this statement sets out in full the planning issues in support of the application.

2. Description of Site and Context

2.1 Moonraker Farm is located to the north-east of the village of Gastard, which itself is found approximately 1.5 miles to the south-east of the town of Corsham, and approximately 4 miles south-west of the larger town of Chippenham.

2.2 Formerly part of a larger agricultural holding (a poultry farm) the site now has a commercial storage use within several existing linear sheds (shown below).



Figure 1: Site Location

2.3 The specific area subject of this planning application is limited to the northern end of Hut 1 which is identified in Figure 1 above, where DJ Auto Repairs is located. The building is comprised of blockwork, timber cladding under a shallow pitched roof that is covered with metal sheeting.

2.4 The site area is limited to the part of the building occupied by DJ Auto Repairs, their associated external parking area and the land required to access the site from the public highway.



Figure 2: North elevation of Hut 1

2.5 Vehicular access is achieved from Gastard Lane to the south which serves several other properties.

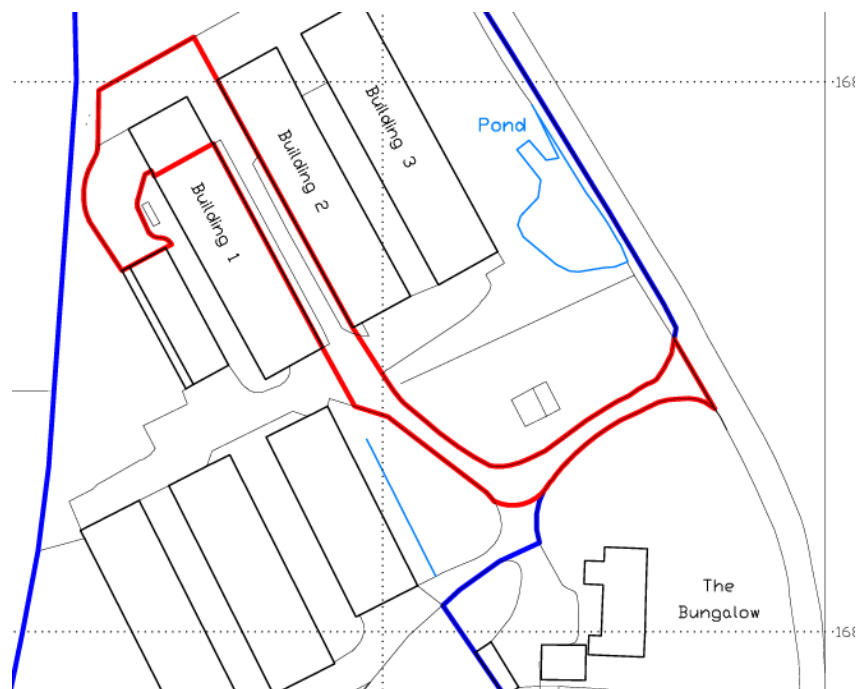


Figure 3: Location Plan

2.6 Surroundings, aside from the several other commercial buildings are generally rural open countryside with residential properties to the south.

2.7 The site is not subject to any special landscape, heritage or ecological designations. Notably, the site does not fall within a designated Green Belt or National Landscape. It

is not within a Conservation Area and there are no Listed Buildings or Tree Preservation Orders within the site or its immediate setting.

2.8 The Environment Agency Flood Map confirms the site falls within Flood Zone 1 (lowest risk of flooding).

2.9 The nearest public rights of way are shown below in lilac.

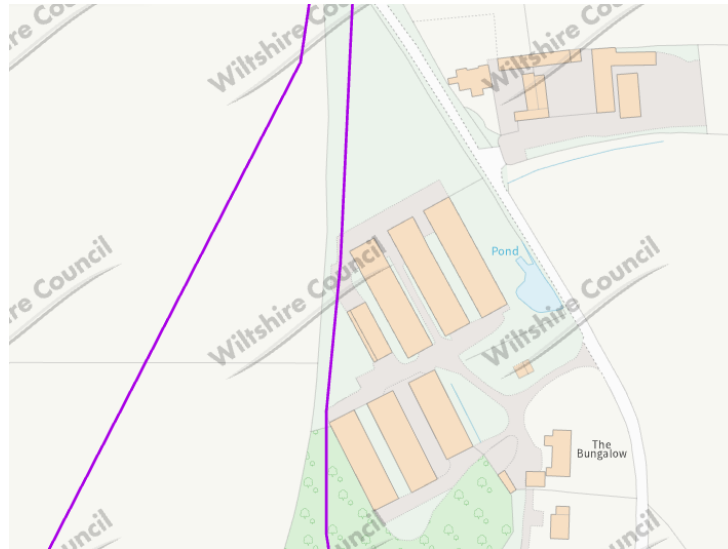


Figure 4: Nearest Public Rights of Way to the west

3. Planning History

3.1 The available planning history (that relates to the building subject of this application only) is summarised in the table below:

Application No.	Description	Outcome
PL/2023/03023	Prior approval for the installation of Photovoltaic (PV) Solar Panels to the roof of buildings at Moonraker Farm	Approved
18/12103/FUL	Extension to x 3 storage sheds and replacement of x 2 storage sheds in association with existing self storage business.	Approved
14/04904/CLE	Certificate of lawfulness for use of former agricultural buildings for commercial storage	Approved

4. Background

4.1 In brief, Moonrakers Farm was originally a poultry farm but the site now has a lawful commercial classic car storage use which has been in operation over in excess of 20 years.

4.2 DJ Auto Repairs have occupied part of Hut 1 as a tenant since February 2025. They occupied the space in good faith and did not think planning permission would be required for the change of use from classic car storage to vehicle repairs. As such, this application

is submitted to regularise matters and ensure that they can continue operating their business.

4.3 The tenant is a sole trader with no other employees based at the premises. The nature of the activities undertaken are as follows, no MOT's are undertaken:

- General vehicle repairs and maintenance
- Vehicle servicing and diagnostics
- No MOT's are undertaken

5. Description of Development

5.1 The description of development is as follows:

“Change of use and conversion of part of Hut 1 from car storage (B8) to vehicle repair workshop (Sui Generis) (Retrospective).”

5.2 The proposals involve no external alterations and seek retrospective consent for the change of use only.

5.3 The opening hours are 08.30-17.30 Monday to Saturday. The Applicant is happy for these opening hours to be secured via planning condition.

5.4 The Unit benefits from 6 dedicated external parking spaces. Any vehicle being worked on will be inside the unit. No equipment is used outside of the building and if the car ramp/lift is being used then the roller shutter door is kept closed.

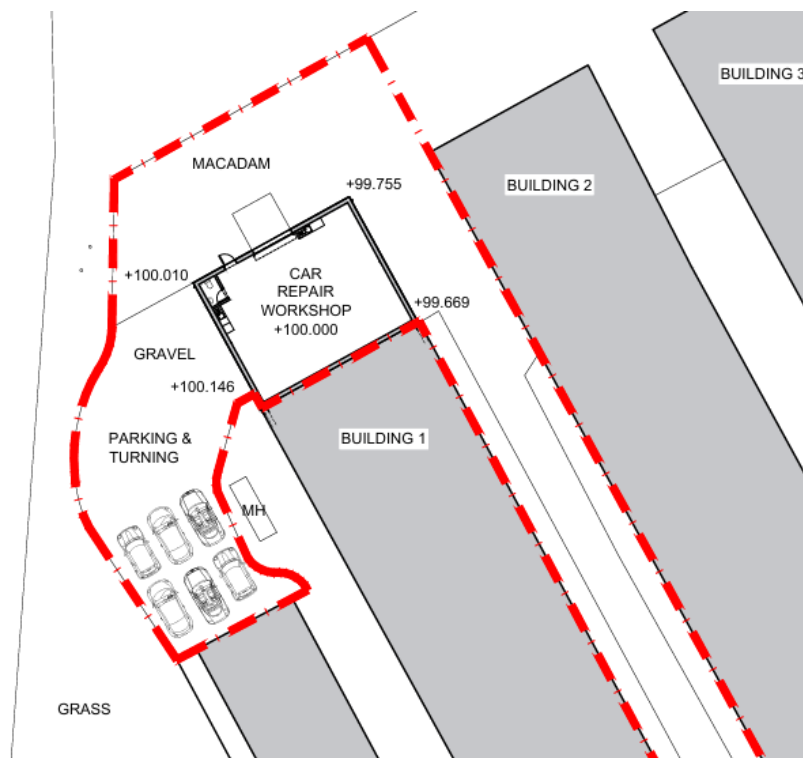


Figure 5: Block Plan

6. Relevant National and Local Planning Policies

6.1 Section 70(2) of the Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the provisions of the development plan unless material considerations indicate otherwise.

6.2 The Development Plan in this case comprises the Wiltshire Core Strategy 2011-2026 (January 2015) (the WCS). The following policies are relevant to this application:

Core Policy 1: Settlement Strategy
Core Policy 2: Delivery Strategy
Core Policy 34: Additional Employment Land
Core Policy: 35: Existing Employment Land
Core Policy 57: Ensuring High Quality Design & Place Shaping
Core Policies 60- 64: Transport & traffic

6.3 The Development Plan also comprises saved policies of the former North Wiltshire Local Plan (2006) which have been ‘saved’ and continue to form part of the Development Plan.

6.4 The Corsham Neighbourhood Plan (2019) is also relevant and forms part of the Development Plan.

6.5 The National Planning Policy Framework (NPPF) (2024) is a significant material consideration in the determination of the application, and the Planning Practice Guidance (PPG) also provides relevant advice. In particular, it promotes sustainable development, delivering much needed new homes, including self and custom build homes.

6.6 Wiltshire Council’s new local plan is currently submitted for examination and in accordance with paragraph 49a) of the NPPF, the more advanced a plan’s preparation, the greater the weight that may be given to its relevant policies.

6.7 The relevance of the above policies are set out in the detailed planning assessment below.

7. Planning Considerations

7.1 When assessing the proposed development against the relevant planning policies, the key issues in this case are as follows:

- The acceptability of the principle of development;
- The impact upon the character and appearance of the area;
- Residential amenity; and
- Highways.

Principle of Development

7.2 The site is located in a rural position outside of any settlement boundaries defined by the Wiltshire Core Strategy. In planning terms the site is therefore within the open countryside. However, the site has an established lawful business use for car storage.

- 7.3 The area of Hut 1 changing use is limited to 106.49sq.m. Given the site has an existing employment use, together with the fact the proposal is small scale but still employment generating would mean there is no significant or substantial change that would result in the use being unacceptable.
- 7.4 Core Strategy Policy 34 is concerned with additional employment land across the County, however as the site already has an employment use it is not considered necessary to demonstrate compliance with the various criteria. Notwithstanding this, the minor change of use is consistent in scale with its location and would not adversely affect any nearby buildings, and nor it would it detract from residential amenity of the nearest occupiers.
- 7.5 In addition, Core Strategy Policy 48 ‘Supporting Rural Life’ provides support for reusing rural buildings for employment, tourism, cultural and community uses.
- 7.6 The Wiltshire Local Plan Review currently submitted for examination also reiterates the Council’s approach to supporting employment generating uses on existing employment land.
- 7.7 At a national level, the NPPF (paragraphs 88-89) says that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through the conversion of existing buildings and well-designed, new buildings.
- 7.8 Paragraph 89 of the NPPF specifically states how planning 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..”*
- 7.9 Overall, the site has an existing employment use and granting of this planning application would allow for a local small business to continue trading, creating a positive economic benefit for the local area.

Impact on the Character and Appearance of the Area

- 7.10 The planning system promotes high quality development through good inclusive design and layout.
- 7.11 The application includes no external alterations and as such there are no works requiring planning permission that could be considered to impact the wider area.
- 7.12 The overall character of the site is already commercial (featuring cars in particular) and as such the nature of the uses are similar in regard to the impact they would have on the character of the area. The parking area to be used by DJ Auto Repairs is an existing parking area and the site photographs confirm that the area is being well maintained and cars are neatly parked.



Figure 6: Parking area for DJ Auto Repairs

Residential

Amenity

- 7.13 Core Policy 57 sets out the general principles for the design of development, including impacts on neighbours:

“vii. Having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration and pollution”.

- 7.14 The nearest residential neighbours to the building are approximately 80m to the north-east on the opposite side of the road, there are no physical changes proposed and the small scale vehicle repair use (currently employing one person) will not give rise to any significant level of adverse impacts (noise and disturbance) that would be capable of warranting refusal of this application.

- 7.15 Nevertheless, the Applicant would accept a planning condition preventing the use of power tools outside of the building, further minimising any risk of noise and disturbance to any other nearby occupier.

- 7.16 If Officers felt it necessary, a condition can also be applied requiring the roller shutter door to remain closed when power tools are in use.

- 7.17 Overall, there is no reason why this small business cannot operate successfully from their existing premises and impact on residential amenity cannot be justified as a reason for refusal.

Highways

- 7.18 The proposal is not considered to result in additional parking needs within the site over which can already lawfully take place. The site already benefits from ample space for parking in front of and adjacent to the buildings without causing any risk of safety to the public highway.

- 7.19 It should also be noted that currently circa 10% of DJ Auto Repair's work currently comes from cars that are in the on-site storage at other buildings within the site, and therefore no traffic movements are associated with them.
- 7.20 In terms of the traffic movements associated with this small low key business, the business has a maximum of 4 customers a day if fully booked. If each car requires parts then this could trigger the need for a maximum of 4 deliveries for the relevant car parts but this is considered to be a worst case scenario. Taking account of the owner commuting as well, the maximum amount of total vehicle movements associated with the business per day is 18 movements (this includes x2 movements from the owner commuting, plus X4 deliveries coming and going = 8 movements, plus x4 customers coming and going = 8 movements). As mentioned in the earlier paragraph, some customers have their cars already based on site in the car storage units, which involves no vehicle movements.
- 7.21 Wiltshire Council's Local Transport Plan (2025) sets out the parking standards for different types of development. In this case, the proposal is a sui-generis use class but the standards for both vehicle service stations and tyre centres the most similar use class is 1 parking space per 1.5 employees. With 6 spaces the site exceeds the parking requirement.
- 7.22 Overall, in the context of paragraph 116 of the NPPF, this minor development would not result in an unacceptable impact on highway safety, and any cumulative impact on the road network would not be severe. As such, there are no justifiable grounds to refuse planning permission on highways grounds.

8. Conclusions

- 8.1 The application seeks permission for the change of use of part of an existing building with an established business use, allowing it to be lawfully occupied by a vehicle repair business. The small-scale business has one employee currently and the area changing use is relatively small, 106.49sq.m.
- 8.2 As confirmed in this Statement, the Applicant would accept planning conditions limiting the hours of use of the business, as well as requiring the roller shutter door to remain closed when car ramp/lift is in use.
- 8.3 Paragraph 85 of the NPPF is concerned with building a strong, competitive economy. It set out planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt, **"significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development"**.
- 8.4 This Planning Statement has demonstrated how the proposed development complies with all relevant planning policies and it is requested that permission is granted.