

CASE OFFICER'S REPORT

Application Reference:	PL/2025/09723
Application Type:	Full planning permission
Consultation ends:	22 January 2026
Case officer:	Victoria Davis

Site Address:	Unit 1 Moonrakers Farm , Gastard , Corsham, Wiltshire, SN13 9QN
Proposal:	Retrospective change of use and conversion of part of Hut 1 from car storage (B8) to vehicle repairs (Sui Generis)
Recommendation:	Approve with Conditions

SITE AND PROPOSAL

Moonraker Farm is located to the north-east of the village of Gastard. The site is not subject to any special landscape, heritage or ecological designations. The site does not fall within a designated Green Belt, National Landscape or Conservation Area and there are no Listed Buildings. The site is within FZ1. The closest PROW is CORM17 which cross the site along the western boundary.

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. This application seeks planning permission to use part of unit 1 for vehicle repair workshop. The Unit benefits from 6 dedicated external parking spaces. Access to the unit is via the main site entrance off Gastard Lane.

POLICIES

National Planning Policy Framework (NPPF)

Wiltshire Core Strategy (WCS)

CP34: Additional employment land
CP57: Ensuring high quality design and place shaping
CP61: Transport and Development

Corsham Neighbourhood Plan

BE1 – Business and Economy

ISSUES

- Principle of Development
- Scale and Design
- Access and Parking
- Residential Amenity

PLANNING HISTORY

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 - Granted

CONSULTATION

Corsham Town Council: No objection

Resolved: that no objection be raised, subject to the Wiltshire Council Planning Department applying conditions to control the use of the remaining units in such a way that there is no further increase in industrialisation of the site.

Wiltshire Council Highways: No objection

Wiltshire Council Public Protection: No objection subject to conditions

REPRESENTATIONS

5 Letters of objection have been received from 4 respondents. The concerns raised are summarised below-

Single track lane lacks passing places and is used by cyclist walkers and horse riders

- The lane is unsuited for additional traffic associated with the use
- Vehicles being delivered are often accompanied by a second vehicle
- Retrospective nature of application and other activity in one of the sheds demonstrates an intent to further develop the site.
- Access makes the site unsuitable for the development
- More than four deliveries a day in practice
- Roller Shutter is not being kept closed
- More than 6 vehicles have been parked on site – 12 have been observed
- On one occasion a vehicle was delivered to site at 10pm – accompanying vehicles caused disruption trying to locate the garage.
- Vehicles are test driven along the lane
- Concern further commercial activity may follow
- Condition on previous applications limited alternative uses
- The original use became lawful via certificate not a permission
- Concerns that development does not comply with CP34 – does not provide local employment and elongates the village
- Rural location attracts customers to drive from to the countryside
- Considerable increase in traffic
- Site is not sustainably located and lacks public transport

2 Letter of support have been received. The comments are summarised below –

- Small workshop will be an asset to Gastard and local community
- Ongoing commercial use is appropriate – traffic associated with former agricultural uses was of a greater scale and intensity
- The land has historically accommodated commercial and agricultural traffic
- Combination of uses at the site represents a reasonable, well-managed operation that has not caused harm to the surrounding area.
- current and proposed use is far more sympathetic to the rural nature of the area than a return to intensive agricultural operations would be.

Other comments received

- Comments on the use of a condition to restrict further changes of use within the units.
- Delivery hours and use of power tools to minimise nuisance
- The storage site is well maintained
- There is already a garage at Gastard

ASSESSMENT

Principle of development

The site is located within an existing complex of buildings where the principle of using the buildings for commercial use has been established. The application seeks change of use of part of one unit for car repairs which is an employment use. Though not a use one falling entirely within B1 (now Class E(g)), B2 or B8 it is considered to be a comparable employment use. In accordance with CP34 proposals for employment development will be supported where they are for new and existing rural based businesses within or adjacent to large or small villages. This policy seeks to support the diversification of the rural economy.

Neighbourhood Plan Policy BE1 is supportive of employment related development proposals which are sustainably located so as to strengthen and support the growth of Corsham's economy will be supported, particularly where the provision of new jobs for local people or business start-up units and/or growth in the innovation, education and knowledge sectors are being proposed and the inward investment for local business has been demonstrated

The site lies just outside of Gastard (a small village) and involves an existing site in employment use. It is therefore considered that the change proposed within the existing site is sustainably located and acceptable in principle.

The applicant states in their proposal description that the use is sui generis which would not automatically benefit from any flexible move within a use class or any permitted development rights. For the avoidance of doubt however a condition will be included to ensure that the use is limited solely to that which is applied for – namely a workshop for vehicle repairs.

Scale and Design

Core Policy 57 of the WCS requires that development respect the local character and distinctiveness of the area with regard to the design, scale, density, massing, materials, siting and layout of the proposal.

Plans do not include any alterations to the existing building and parking is accommodated within the existing hardstanding areas which are included within the red line. The use is intended to take place inside the building only with the external areas use for parking only and not for the storage of vehicles or other associated paraphernalia. The applicant has agreed to conditions in this respect. Subject to appropriate conditions being imposed the proposal is unlikely to lead to any unacceptable impact on the existing character of the area.

Access and Parking

Core Policy 61 Transport and New Development, inter alia, aims to ensure that the proposal is capable of being served by safe access to the highway network. Core Policy 64 Demand Management, inter alia, aims to ensure that adequate parking is provided

The proposal seeks retrospective permission for a change of use from B8 storage to vehicle repairs for part of an existing storage building. The site is located with existing access onto Gastard Lane, an unclassified section of public highway subject to a speed limit of 60mph and there are no proposals to alter the existing access. There are 6 vehicle parking spaces detailed on the plans with space for turning to enable access and egress with the public highway at the existing access in a forward gear. A single employee is disclosed within the application which would limit the number of vehicles being attended to within the working day and therefore limit the vehicle movements to/from the site. The applicant explains that the business is small scale attracting approximately 4 customers per day with additional deliveries for car parts which can be approximately 4 a day also. Some existing customers already have vehicles at the site which does not lead to additional journeys. Whilst it is the case that a different company could operate from the premises, the scale of business is somewhat limited by the floorspace available.

Public Right of Way footpath CORM17 is located within the area designated for parking/turning, however it is considered that this area has always been used as such and this would not impede the use of the PROW.

Given the scale of development and limited customer attendance associated with the scale of use, WC Highways confirm that there are no concerns in relation to highways safety or capacity and no highway objection is raised.

Neighbour amenity

Core Policy 57 also states that development should have 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. Chapter 12 of the NPPF also states that planning decisions should create places with a high standard of amenity for existing and future users

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 to the building meaning the main impacts would be associated with the change of use, in particular additional traffic and processes undertaken at the site.

The Council Public Protection team have reviewed the proposal and acknowledge potential effects associated with noise. The responding officer supports the requirement for conditions to limit working hours and to ensure all processes are undertaken internally and that the roller door is kept shut when power tools and machinery is operated.

Subject to appropriate conditions being imposed the proposal would not have an unacceptable impact on the existing living conditions of nearby residents.

Other matters

Representations received and comments from the Town Council suggest a condition to limit use of the remaining units on site. Whilst the residents concern in respect of more intensive uses of other units being allowed in the future are understandable, it would be for the proper consideration of separate planning applications relating to those units to establish whether restrictive conditions are necessary. There is no reasonable justification to control land outside of the application site in this case.

Conclusion

The proposed change of use within the existing buildings is considered acceptable in terms of their use and appearance on this established employment site. The development is far enough away from the nearby properties so as not to impact upon residential amenity subject to appropriate conditions being imposed. The proposal accords with the aims of Core Policies 34, 57 and 61 of the Wiltshire Core Strategy as well as the National Planning Policy Framework.

Conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location and Existing Block Plan 251092100A

Existing Plans and Elevations 251092101A

(both received 16 December 2026)

REASON: For the avoidance of doubt and in the interests of proper planning.

- 2 The premises shall be used as a workshop for vehicle repairs and for no other purpose.

REASON: The proposed use is acceptable but the Local Planning Authority wish to consider any future proposal for a change of use having regard to the circumstances of the case.

- 3 The use hereby permitted including any deliveries shall only take place between the following hours:

08:30 and 17:30 Mondays - Saturdays

and not at any time on Sundays or Public Holidays.

REASON: To ensure the creation/retention of an environment free from intrusive noise and activity in the interests of the amenity of the area

- 4 The workshop use hereby approved shall only take place inside the building. At all times when machinery and power tools are operated the roller doors in the north west elevation of the building shall be kept in the closed position and only used for access and egress.

REASON: To ensure the creation/retention of an environment free from intrusive noise and activity in the interests of the amenity of the area.

- 5 With the exception of one commercial waste bin no materials, goods, plant, machinery, equipment, finished or unfinished products/parts of any description, skips, crates, containers, waste or any other item whatsoever shall be placed, stacked, deposited or stored outside any building on the site. This includes the storage of vehicles.

REASON: In the interests of the appearance of the site and the amenities of the area

Informative

- 6 Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

Informative

- 7 The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Wiltshire Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. For further information on exempt developments please refer to:

<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements is considered to apply.

Informative

- 8 The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

Informative

- 9 The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development.

Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website <https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy>.