

Site: Boyes Transport Yard, Longcross, Near Zeals,
Wiltshire, BA12 6LL

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PLANNING STATEMENT

1.0 APPLICATION SITE AND PROPOSAL

- 1.1 This application relates to **Boyes Transport Yard**, which is used for commercial purposes relating to the storage and repair of HGV's and trailers, which is strategically positioned with excellent access onto the A303 and the wider National highway network.
- 1.2 The application seeks retrospective planning permission for the retention of welfare facilities (including office and staff breakout area (within a portacabin) & toilet and shower block) and revisions to the workshop building permitted under planning permission **PL/2022/01499**.
- 1.3 The welfare facilities are required for staff and visitor to the site, who bring HGV's and trailers for repair, often during long distance business trips, so require somewhere to freshen-up and wait while their vehicles are repaired. Staff also require these facilities as there are no other buildings or areas of existing buildings that can cater for these facilities, as can be seen from a walkover of the site and a visual inspection of the existing buildings.
- 1.4 The site is adjoined by existing employment sites, with 'Leaping Frogs Nursery' to the east, and 'C & G Surfacing' to the west. As such the proposed works will be well related to existing commercial development found within this locality and will not cause any visual harm to the AONB / National Landscape.

2.0 RELEVANT PLANNING HISTORY

PL/2023/07051 - Siting of 7 No. shipping containers to provide storage for existing transport yard – Refused 20/02/2024. Appeal dismissed 08/01/2025 under appeal reference **APP/Y3940/W/24/3345259**

PL/2023/04127 - Variation of conditions 2 and 10 of PL/2022/01499 to allow the siting of 7 shipping containers to be used for storage – Withdrawn 02/08/2023

PL/2023/00587 - Discharge of Condition No 6 on PL/2022/01499 (Proposed 0.13 ha extension to existing 0.52 ha Boyes Transport Yard for use as a 60ft x 70ft (18.29m x 21.34m x 7.1m (h)) HGV and trailer workshop, new concrete yard, oil interceptor and landscaping, retaining max 15 car parking spaces and max 15 lorry and trailer parking spaces – Approved 04/04/2023

PL/2022/01499 - Proposed 0.13 ha extension to existing 0.52 ha Boyes Transport Yard for use as a 60ft x 70ft (18.29m x 21.34m x 7.1m (h)) HGV and trailer workshop, new concrete yard, oil interceptor and landscaping, retaining max 15 car parking spaces and max 15 lorry and trailer parking spaces – Approved with conditions 28/11/2022.

20/04569/FUL - Continued use of Boyes existing Transport Yard (0.5 ha) for HGV tractor and trailer parking and soft landscaping (revised scheme) – Approved with conditions 03/11/2021

20/04355/CLE - Coverage of 5,598 sqm of the 8,000 sqm site with hardcore in the summer of 2015 to create firm hardstanding for Boyes Transport (BT) and Grandstands Worldwide Ltd (GWL) – Approved 10/09/2020

13/05423/FUL - Change of use to HGV Trailer Storage, form new vehicular and pedestrian access – Approved with conditions 18/05/2015

3.0 POLICY CONTEXT

Development Plan

3.1 The Core Strategy adopted in January 2015 and the Site Allocations Plan adopted in February 2020 form the development plan for this proposal. The following development plan policies are relevant to this application:

- Core Policy 1 (Settlement Strategy)
- Core Policy 2 (Delivery Strategy)
- Core Policy 35 (Existing Employment Land)
- Core Policy 48 (Supporting Rural Life)
- Core Policy 50 (Biodiversity and Geo-Diversity)
- Core Policy 51 (Landscape)
- Core Policy 57 (Ensuring High Quality Design and Place Shaping)
- Core Policy 58 (Ensuring the Conservation of the Historic Environment)
- Core Policy 62 (Development Impacts on the Transport Network)
- Core Policy 67 (Flood Risk)

Other Material Planning Considerations

- National Planning Policy Framework (December 2024):
 - Chapter 2 (Achieving Sustainable Development)
 - Chapter 4 (Decision-Making)
 - Chapter 6 (Building a Strong, Competitive Economy)
 - Chapter 9 (Sustainable Transport)
 - Chapter 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change)
 - Chapter 15 (Conserving and Enhancing the Natural Environment)
 - Chapter 16 (Conserving and Enhancing the Historic Environment)
- Planning Practice Guidance
- Cranborne Chase National Landscape Management Plan 2019 – 2024

4.0 ANALYSIS OF RELEVANT PLANNING CONSIDERATIONS

Principle of Development

- 4.1 The application site relates to an existing commercial premises, '**Boyes Transport Yard**', which was established with the benefit of planning permission, as covered under section **2.0** (Planning History) above.
- 4.2 Permission was granted for the workshop building in question under planning permission **PL/2022/01499**, however it was not constructed in accordance with the approved plans (as discussed below). The welfare facilities were not part of any previous planning consent(s), and are proposed for retention under this current application.
- 4.3 The welfare facilities are required for staff and visitor to the site, who bring HGV's and trailers for repair, often during long distance business trips, so require somewhere to freshen-up and wait while their vehicles are being repaired in the workshop. Staff also require these facilities as there are no other buildings or areas of existing buildings that can cater for these facilities, as can be seen from a walkover of the site and a visual inspection of the existing buildings. The facilities will help support an established and successful business and support basic welfare needs of staff and visitors.
- 4.4 The site is adjoined by existing employment sites, with '*Leaping Frogs Nursery*' to the east, and '*C & G Surfacing*' to the west. As such the development is well related to existing commercial development found within this locality and will also offer knock on economic benefits for the wider area.
- 4.5 The proposal is therefore supported by Core Strategy Policies 1, 35 and 48 and Chapter 6 of the National Planning Policy Framework (the Framework) as a matter of principle.

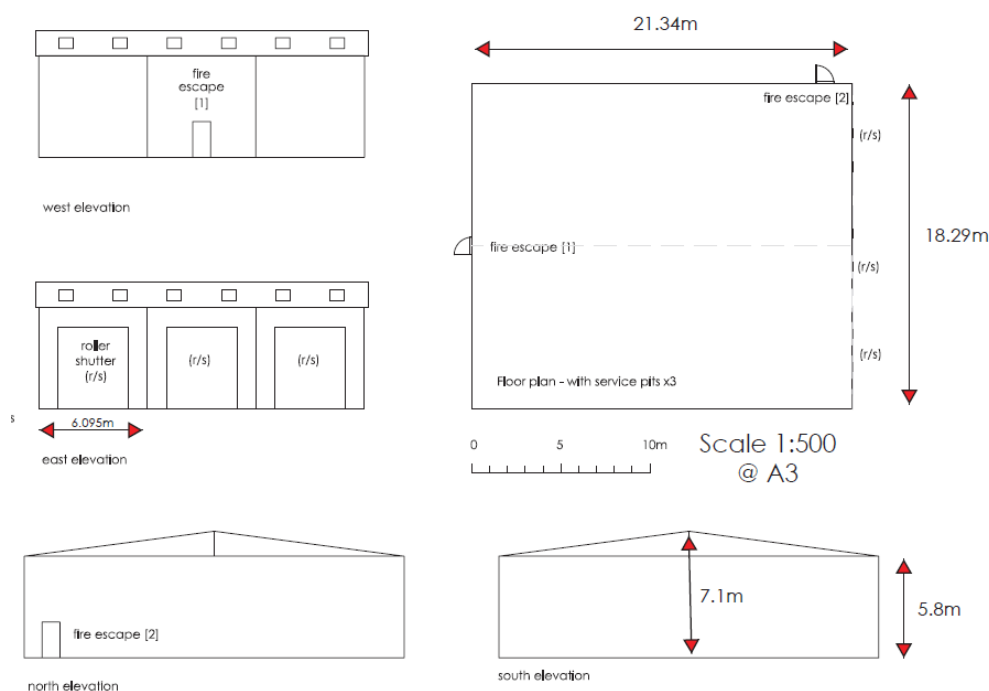
Effect upon the Landscape Character of the National Landscape (AONB)

- 4.6 The site is located within the Cranborne Chase National Landscape. Core Strategy Policy 51 states that development should protect, conserve and where possible enhance landscape character of the National Landscapes (formerly AONBs), and this policy is consistent with Chapter 15 of the Framework.

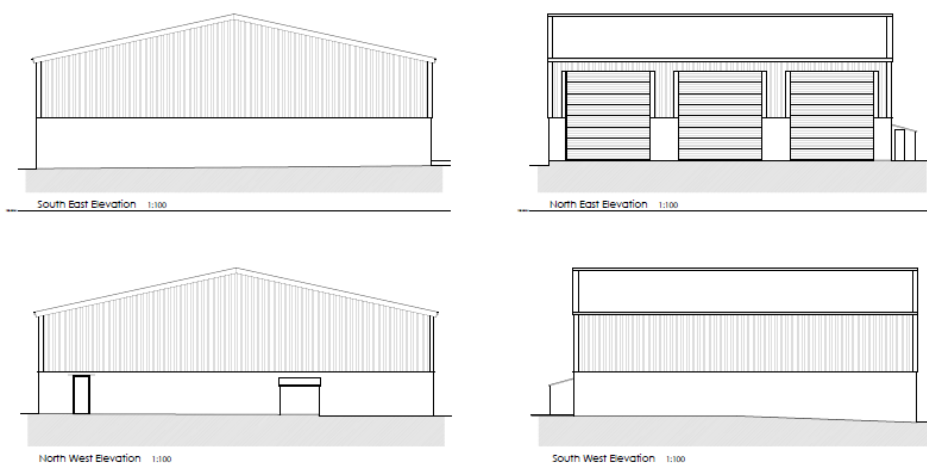
4.7 The proposed buildings are located on previously developed (brownfield) land within the curtilage of an established commercial premises, which is very well-screened. The size and design of the proposed buildings are in-keeping with the character and scale of existing buildings found within this locality, and must be viewed in the context of their relationship to the adjoining commercial sites.

4.8 The 'Workshop Building' approved under planning permission PL/2022/01499 is shown below against the 'Revised Workshop Building' now applied for/ built:

Workshop Building Approved:



Revised Workshop Building (Retrospective):



The dimensions of the workshop building constructed (as shown by plan extract to left) are:

- Length = 18.7m
- Width = 21.5m
- Height to Eaves = 5.7m
- Height to Ridge = 8.3m

- 4.9 Whilst the workshop building that has been constructed is 1.2m taller (to ridge), 20cm wider and 46cm longer than the workshop building permitted under **PL/2022/01499**, these marginal differences have to be considered against the overall built context of development and the presence of similar sized commercial buildings at 'C & G Surfacing' next door to the site, which can be seen within the below site photographs, and have a stronger visual impact:



Above: Buildings at C & G Surfacing viewed from the main road. Please note, the application site (right) is screened by well established vegetation, so is less visually prominent (Source: Google Maps, 2026)



Above: Workshop building (right) and adjacent buildings at C & G Surfacing (left)



Above: Workshop building within the context of the existing site



Above: Inside workshop building, showing the requirement for the extra building height, for accommodating HGV's and other tall vehicles whilst they are being repaired/ serviced

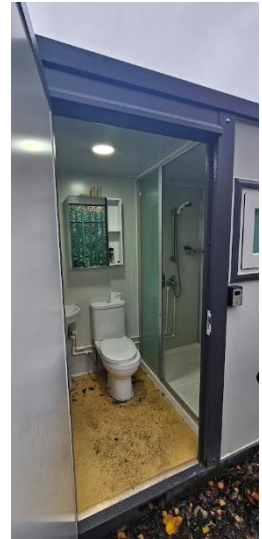
The welfare buildings that have been constructed / positioned on site are shown in the below site photographs:



Above: Portacabin building providing office and staff breakout facilities



Above: Portacabin building providing office and staff breakout facilities



Above: Shower and toilet block/ facilities for visitors and staff

- 4.10 The application site and buildings in question are very well screened by vegetation, and the buildings at *C & G Surfacing* have a much stronger visual impact on the National Landscape (AONB), but were considered appropriate/ acceptable by Wiltshire Council, under planning permission **15/12707/FUL**, where the case officers report confirmed:

“In considering whether the development will harm the natural beauty of the AONB landscape (C4) and its siting and scale (C5i), it is clear the site benefits from substantial mature, well-established planting to the western boundary of the site and extensive woodland to the north. Additional planting along the front (southern) boundary of the site can be secured by Condition. Standards of landscaping (i.e. the existing levels of natural screening around the application site) are such that it is considered the proposed development would not have an undue/ adverse impact on the landscape quality or the character of the surrounding AONB”.

- 4.11 It is therefore considered that the same conclusions should apply to this application, given that the buildings to be retained have far less visual prominence than those approved at *C & G Surfacing*.
- 4.12 The premises is already an established feature within the Cranborne Chase National Landscape and the provision of the development proposed, set within the curtilage of the existing premises, will preserve the landscape character of this National Landscape in accordance with Core Strategy Policy 51 and Chapter 15 of the Framework.

Residential Amenity

- 4.13 The development will not create any adverse harm to the living conditions enjoyed by the occupants of the nearest residential properties, or upon the amenities of the adjoining commercial uses. The proposal therefore complies with Core Strategy Policy 57 and Chapter 12 of the Framework.

Highway Safety

- 4.14 The development does not affect the approved parking, access and turning arrangements for the site, and will not generate additional traffic given the welfare facilities are for staff and visitor use. The development will therefore preserve highway and pedestrian safety in accordance with Core Strategy Policy 62 and Chapter 9 of the Framework.

Biodiversity

- 4.15 The development is exempt from the statutory Biodiversity Net Gain (BNG) in Schedule 7A of the Town & Country Planning Act 1990 (inserted by the Environment Act 2021) as the works are retrospective, and in any case would have fallen under the *de-minimis thresholds*, because it involves development of a hard surfaced yard with no biodiversity value.
- 4.16 The industrial nature of the existing site with associated activity does not provide a suitable habitat for any protected species and the proposal will therefore have a neutral impact on biodiversity in accordance with Core Strategy Policy 50 and Chapter 15 of the NPPF.

Flood Risk

- 4.17 The application site is not within an area at risk of flooding, as it is located within Flood Zone 1 (low risk). Surface water run-off will be appropriately managed having regard to the siting of the relevant buildings on hard-surfaced areas of the site. As such, the proposal complies with Core Strategy Policy 67 and Chapter 14 of the Framework.

Historic Environment

- 4.18 The site is not a designated or non-designated heritage asset and does not contribute towards the setting or significance of any such assets, and must be viewed within the commercial context of the current site and its immediate neighbours. The historic environment will therefore be conserved in accordance with Core Strategy Policy 67 and Chapter 16 of the Framework.

5.0 CONCLUSION

- 5.1 The proposal fully complies with the development plan and the Council is therefore respectfully requested to grant retrospective planning permission in accordance with the ordinary (statutory) planning balance and presumption in favour set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004, Section 70(2) of the Town and Country Planning Act 1990 and paragraph 11 (c) of the Framework.