

28/04/26 – by email and Wiltshire Explorer Comments

To: Wiltshire Council Planning

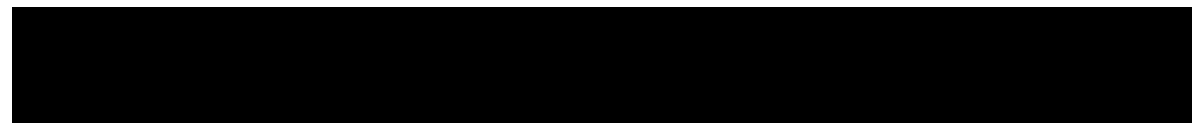
Application: PL/2026/02163

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

Dear Hayley Clarke,

Objection to retrospective planning application PL/2026/02163

We are a firm of Chartered Town Planners familiar with this site and its planning history. We negotiated the 2022 planning permission for the workshop. There were detailed and protracted negotiations with Officers and Members at the time (2021 – 2023) and finally, we secured a very specific design for the workshop, for Boyes Transport.



Benchmark therefore has a legitimate and direct interest in the accuracy, completeness and planning justification for the retrospective application.

We object to this retrospective application by Boyes Transport.

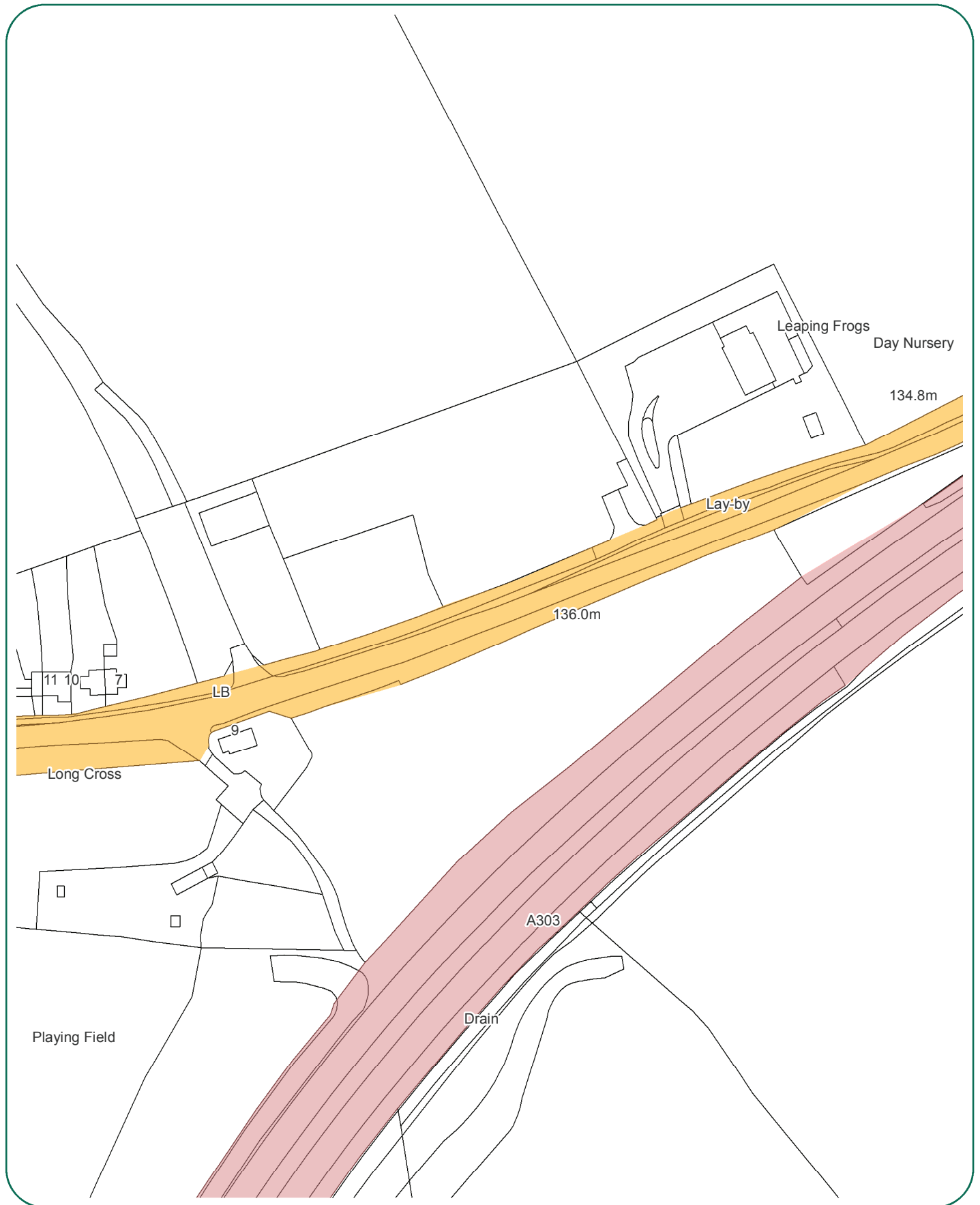
1. **Landscaping Objection:** The application appears to rely on the deep roadside landscape screen along the Old A303 frontage, but the enclosed Highway Land Ownership and Topographic Boundary Plan from 2020 indicates that important parts of that verge and screening are outside the applicant's ownership/control. See Appendices 1 and 2.
Landscape screening which the applicant did not own or control could in 2022 and cannot today (because it is Highway Land owned by Wiltshire Council) cannot be treated as secure, permanent mitigation for an intrusive industrial building and shipping containers in the Cranborne Chase National Landscape.
The Council should not now accept the taller as-built workshop, and unauthorised welfare buildings, containers, yard parking or lighting on the false premise that the roadside vegetation is secure landscape mitigation.
2. **Height Objection:** In accordance with the Case Planning Officer's (Lynda King) fixed position; her original planning judgment under PL/2022/01499 was to restrict the ridge height to about 7.1m, broadly comparable with the neighbouring C&G building (C&G eaves height is 143.63m and 144.30m to ridge – see Appendices 1 and 2) and in the context of landownership and landscaping. In any event, a materially taller workshop was not needed by the applicant in 2022. Further, the Applicant willingly accepted the restriction to 7.1m after several years of a planning saga.
3. **No need for greater workshop height:** The claimed operational justification for the higher workshop also needs scrutiny. The as-built eaves are lower than the approved eaves. The as-built eaves are even lower than the adjacent C&G building, too. The assertion that the increased ridge was necessary for HGV clearance is questionable. The applicant should provide accurate approved/as-built comparative drawings showing eaves, ridge, door openings, roof pitch and internal clearances – compared also to the C&G workshop.

4. **Incomplete retrospective planning application:** The application is not a minor tidying-up exercise. It is a retrospective attempt to regularise all the development already carried out, since the workshop was started on 1 July 2022. The Council must therefore assess the whole development as built and the use as operating, not merely the applicant's narrow description.
5. **Faulty red line:** The red line and description appear inadequate. The application refers to welfare facilities and revisions to the workshop, but the site raises wider issues: the full operational yard, shipping containers, HGV/trailer and car parking, possible intensification, external lighting, oil storage, wash-down, trade waste, drainage, office/welfare accommodation, annexed land without permission for commercial use and the relationship with the wider planning unit. A retrospective application cannot regularise selected parts while leaving obviously identified – see photographs by the applicant - and connected operational development - outside the red line and unexplained.
6. **Planning Conditions and the S106:** The Council should require a comparison against PL/2022/01499 and a compliance schedule for all conditions and obligations, including any section 106 requirements.
7. **National Landscape:** The application is also deficient on environmental and National Landscape matters. An open B2 workshop is not benign. Servicing, MOT work, oil storage, contaminated wash-down water, trade waste, foul drainage from showers/WCs and external lighting all require proper control. The site lies within the Cranborne Chase National Landscape, where landscape and scenic beauty have the highest national protection. The Council should require proper landscape/visual, drainage, lighting, ecology/BNG and operational-use information before any decision is made.
8. In short, the Council is being asked to approve a larger and taller (to ridge only) and different workshop, wholly new welfare/office accommodation, more containers (than dismissed at appeal on adverse impact on the National Landscape grounds), more parking (than approved in 2022), more lighting and yard operations without defining the planning unit, ownership, mitigation, environmental controls or compliance with the 2022 permission.
9. I respectfully request that the Council either requires the submission of a comprehensive application addressing the whole site and all development/use, or refuses permission because the application is materially incomplete and has not demonstrated compliance with the development plan, national policy or the previous controls attached to PL/2022/01499.
10. If approval is contemplated, further information must first be required and the Parish Council, consultees and neighbours re-consulted.

Yours faithfully,

Richard Greenwood BA (Hons) BPI MRTPI
Director of Benchmark Development Planning Ltd

Appendix 1 - Wiltshire Council Highways Plan dated 30 November 2020



Date: 30/11/2020

Please Note

The highway extent shown on this plan has been prepared for the property named above.
 The extent shown cannot be relied upon for any highways that do not abut or serve the property.

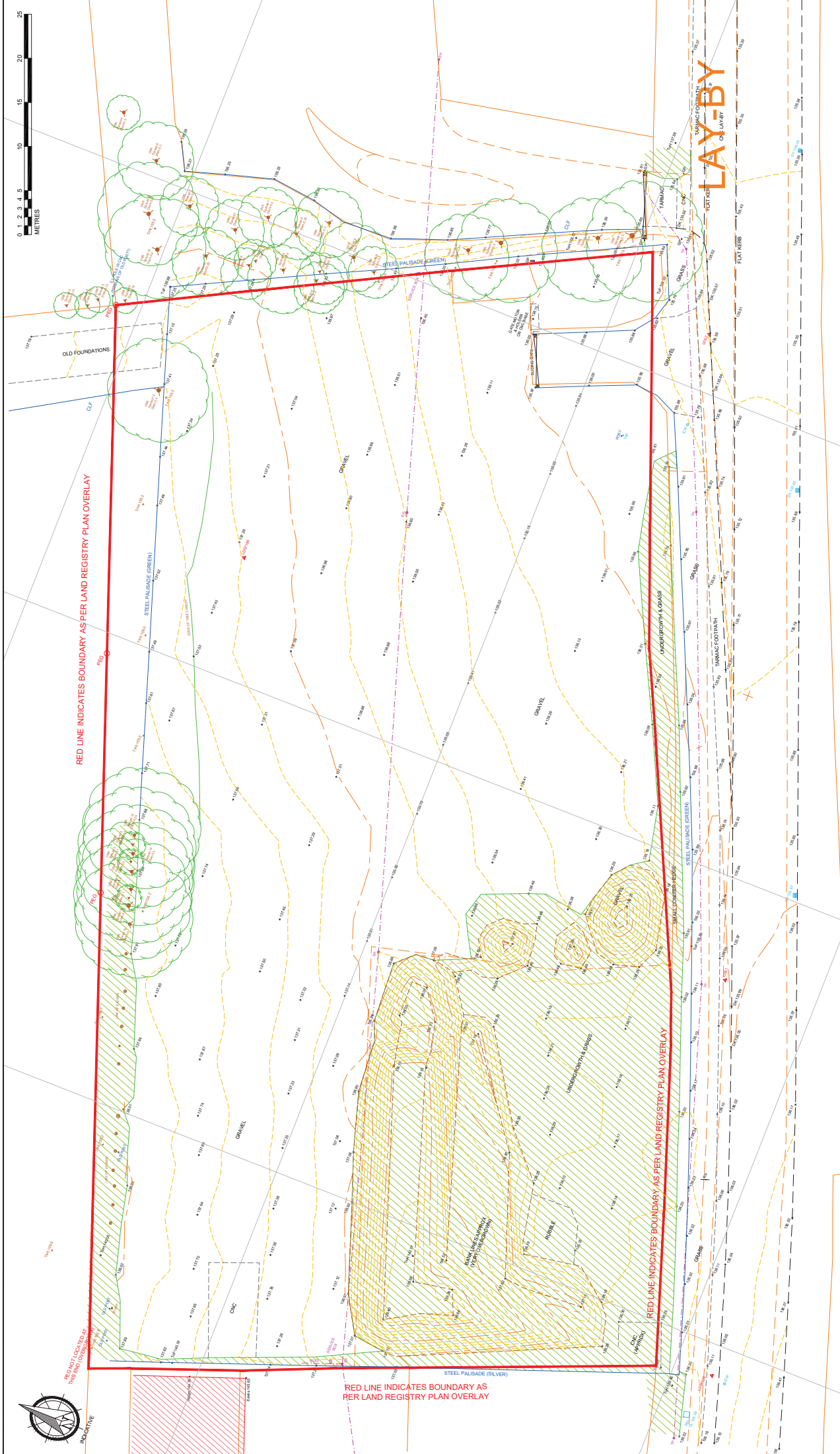


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**Appendix 2 - Boyes Transport topographic survey / Land Registry boundary overlay dated
November 2020**



RED LINE INDICATES BOUNDARY AS PER LAND REGISTRY PLAN OVERLAY

RED LINE INDICATES BOUNDARY AS
PER LAND REGISTRY PLAN OVERLAY

RED LINE INDICATES BOUNDARY AS PER LAND REGISTRY PLAN OVERLAY

LAY-BY

Client: **BOYES TRANSPORT**

Drawing Title:
TOPOGRAPHIC SURVEY

Project: **BOYES TRANSPORT YARD
LONGCROSS, ZEALS**

The horizontal & vertical control of this survey is based on Ordnance Survey grid as translated from GPS co-ordinates using the OSTN15 & OSGM15 transformation as supplied by OS. We have applied a reverse scale factor to maintain true ground distances. Vertical values may differ from existing OS benchmarks in the vicinity which should be disregarded. All levels should be taken from LDS survey stations.

Scale: 1:200
Plotted on A1

IDS

SINCE 1969



www.ids-survey.co.uk

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Land Development Services Ltd.
Apothecary House, Fowler's Road, Salisbury. SP1 2QU



RICS
Topographic & Measured Building Surveys, Setting Out
3D Laser Scanning, Elevations, Sections, Floorplans

Drone & Aerial Surveys

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REV.	DATE	DETAILS
-	09/11/20	Original Issue
		Revised by: OMR
		Checked by: BAF

Surveyed of: Unit	Drawn by: Name

[illegible]

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Year	2002	2003	2004
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NOTES:

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