

Design & Access Statement

Site: Alderlands, James Road, Crowland, Lincolnshire **PE6 0AA**

LPA: South Holland District Council (SELLP area)

Proposal: *Retrospective and continued use of the **existing hardstanding only** for secure **vehicle storage (max. 50 cars)**.*

Explicit exclusions: No mechanical repairs, MOTs, bodywork, valeting, paint-spraying, dismantling, sales display, new buildings, new external lighting columns, or any extension of hard surfaces beyond the current pad.

Drawings submitted: **P1** (Historic & Existing Context), **P2** (Existing Block Plan), **P3** (Proposed Storage Layout & Site Management).



1. Executive Summary & Purpose of the Application

This Design and Access Statement (DAS) is submitted in support of a retrospective planning application for the site at Alderlands, James Road, Crowland. The purpose is to regularise and continue the secure storage of vehicles on the existing hardstanding, with capacity capped at 50 cars. No new buildings, engineering works, or extensions to surfacing are proposed; the scheme is confined wholly within the footprint of the historic yard.

Decision Sought

The applicant respectfully seeks **full planning permission** to formalise the yard as a storage-only facility, with enforceable management controls. The permission would provide certainty for the applicant, neighbours, and the Local Planning Authority (LPA), ensuring that the site's long-established transport-related character continues in a more controlled and lower-impact form.

Historic Continuity

The site has a clear lineage of vehicle-based activity:

- Historically, it was used as a **bus and coach paint depot**, with heavy diesel vehicles, spray-booth operations, and associated traffic.
- Subsequently, the yard was used for **caravan storage**, evidenced in aerial imagery and local planning records.
- These functions were more intensive and noisier than the current proposal.

By contrast, today's use represents a **reduction in scale and intensity**: the storage of private cars only, with no sales, no repairs, no valeting, and no breaking. This continuity with past use reinforces the case for policy compliance, especially under:

- **NPPF §§81–83** – supporting sustainable business and re-use of previously developed land;
- **SELLP Policy 7** – encouraging the re-use of redundant employment land;
- **Peterborough Local Plan Policy LP40** – enabling economic uses in appropriate, established locations.

Betterment Compared with Baseline

Noise and Amenity

- Cars are materially quieter than coaches: no idling diesel engines, spray-painting compressors, or plant.
- The capped number of vehicles (50), coupled with managed operating hours (daytime only, no Sundays/Bank Holidays), ensures impacts are contained.
- Together, these controls deliver a clear net improvement in residential amenity compared with the historic depot baseline.

Flood Risk and Drainage

- The former tarmac has been replaced with **gravel surfacing**, improving permeability and reducing surface-water run-off.
- No enlargement of impermeable surfaces has taken place, and drainage ditches remain functional.
- This represents a tangible betterment compared to historic conditions, aligning with **SELLP Policy 4** and **Peterborough LP19**.

Visuals and Management

- Vehicles are stored in **orderly rows** with defined circulation aisles, creating a tidier and safer appearance than the historic ad-hoc parking of coaches.
- The yard has been **restored from neglect**: vegetation cleared, surfacing renewed, and boundaries re-established.
- This contrasts favourably with the derelict condition of the site under its previous ownership and directly supports **SELLP Policy 30** and **Peterborough LP16**.

Officer-Friendly Route to Approval

This application has been deliberately narrowed to a **“storage-only”** use, with explicit exclusions. The applicant is content for conditions to secure:

- Maximum 50 vehicles at any time;
- Restricted hours of operation;
- Prohibition of repairs, sales, dismantling, or valeting;
- No external lighting columns;

- Ongoing site management and flood readiness through a **Flood Warning & Evacuation Plan (FWEP)**.

This framework gives the Council confidence in enforceability and ensures that the development is acceptable in planning terms.

2. Site & Planning History

2.1 Location and Setting

The application site lies on the **east side of James Road**, at the southern approach to Crowland, close to the A16 junction. It forms part of a mixed edge-of-settlement environment where working yards and open farmland meet the residential envelope of the town.

- **North** – Adjoining residential properties on Spencer Road and Goldcrest Road, with domestic gardens directly backing onto the site boundary.
- **East and West** – Defined by open farmland and Internal Drainage Board (IDB) drains, providing clear physical and visual containment.
- **South** – The James Road frontage provides the established vehicular access point; no new junctions are required.

This juxtaposition of residential edge and working yard is a key design driver: the application proposes a use of demonstrably lower intensity than the historic baseline, together with enforceable management controls to protect amenity.

2.2 Site Area and Red-Line Extent

The total site (red-line boundary) measures **1.665 hectares (16,652 m² / 4.12 acres)**. However, the proposed vehicle storage activity is deliberately confined to the **existing hard pad area of approx. 8,064 m²**, which has accommodated transport-related uses for decades.

No expansion of surfacing or encroachment into greenfield is proposed. By restricting the use to the existing hard pad, the scheme ensures compliance with:

- **NPPF §§119–120** (efficient reuse of land)
- **SELLP Policy 7** (re-use of redundant sites for employment)
- **Peterborough LP16 & LP19** (efficient layout and flood-resilient reuse of land).

2.3 Historic and Lawful Uses

The site has a long and well-documented history of **vehicle-related employment uses**, including:

- **Coach and bus paint/repair depot** – From the late 20th century, the yard operated as a working depot with spray booths, large diesel vehicles, and ancillary engineering activity. Aerial imagery and remnants of the steel portal frame confirm this legacy.
- **Caravan storage yard** – Planning records and aerial photographs (2007–2018) show large numbers of caravans stored in long rows across the hard pad, establishing a direct continuity with the present proposal for vehicle storage.
- **Vehicle parking at scale** – Google Street View and aerial evidence (2009, 2011, 2018) confirm routine storage of buses, vans, and caravans within the same operational footprint.

This body of evidence demonstrates a strong **fallback position**: the site's baseline character is firmly established as transport/vehicle-related storage.





2.4 Recent Condition and Stewardship

During the COVID-19 period the site fell into neglect, with vegetation encroachment across the hardstanding and no active management.

Since acquiring the land, the applicant has undertaken limited but essential stewardship:

- **Tidying and restoration** of the existing pad.
- **Resurfacing with permeable gravel** in place of old impermeable tarmac, improving drainage and reducing runoff.
- **Retention of overgrown areas** outside the hard pad, confirming no encroachment into greenfield land.

This represents active, responsible ownership that has improved the condition of the site compared with the baseline of dereliction.

2.5 Pre-Application Engagement

An earlier pre-application enquiry (September 2023) explored the potential for car sales/showroom use. Officers raised concerns about potential noise impacts but accepted that **reuse of the site for storage was acceptable in principle**.

In direct response, the current application has been **narrowed and refined** to:

- Storage only, capped at 50 cars.
- Explicit exclusions (no repairs, MOTs, dismantling, sales, or lighting columns).
- Defined hours and management controls.

This constructive evolution reflects the **NPPF §38 “positive and proactive” approach** to engagement.

2.6 Policy Alignment

The proposal responds positively to both the historic planning context and the current policy framework:

- South East Lincolnshire Local Plan (SELLP) – Policy 7 (Employment Development in the Countryside):
The scheme brings a redundant, previously developed employment site back into beneficial use. It does so without any new built development or land-take, ensuring efficient reuse of land and safeguarding rural character.

- Peterborough Local Plan – Policy LP40 (Economic Development in Edge-of-Settlement Locations):
The proposal sustains a modest but genuine level of economic activity in a location already established for transport-related operations. It secures employment and management benefits whilst avoiding the environmental footprint of the historic coach depot.
- National Planning Policy Framework (NPPF) §§81–83:
National guidance is clear that planning should support business growth, flexible reuse of land, and continued productivity of established sites. By re-purposing this long-standing yard for secure storage only, the scheme directly supports those objectives, while introducing controls to protect local amenity.

Overall alignment:

The development stands firmly on historic precedent (coach and caravan yard uses evidenced over decades) and on contemporary policy support (efficient reuse, economic continuity, and rural employment). This dual foundation provides a strong and defensible planning justification for granting permission.

3. Description of Development (What Is and Isn't Proposed)

3.1 Nature of the Proposal

This application seeks permission **only for the retrospective and continued use of the existing hardstanding pad for secure storage of up to 50 motor cars.**

- **Scope is deliberately narrow:** no sales, no repairs, no bodyshop, no MOTs, no dismantling, no valeting, no jet-washing, no external plant, no new lighting, and no new buildings are included.
- **Operational character:** Vehicles are stored passively within the yard, with occasional collection or drop-off by car transporter. There is no public showroom, no walk-in trade, and no routine congregation of customers on site.

By defining the activity in this precise way, the proposal is **materially quieter and less intrusive** than the historic coach depot which operated here in the past.

3.2 Extent of Development

- **Physical footprint:** confined entirely to the existing 8,064 m² hard pad within the 1.665 ha red-line boundary. No extension of surfacing is proposed.

- **Resurfacing works:** the only works undertaken by the applicant are the replacement of deteriorating tarmac with permeable gravel. This has improved surface water management and visual appearance without enlarging the pad.
- **Green margins untouched:** areas of overgrown grass and scrub that had colonised the disused hard pad remain as is; no encroachment into surrounding farmland has occurred.

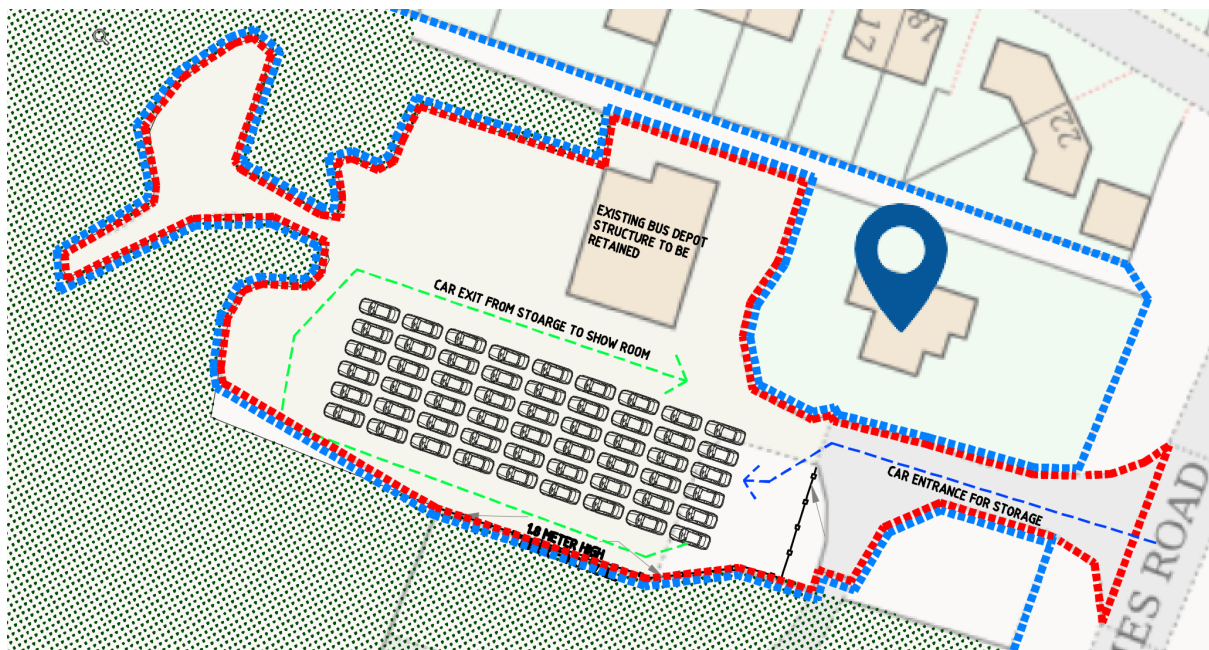
This ensures compliance with **NPPF §§119–120 (efficient reuse of land)** and **SELLP Policy 7 (reuse of redundant sites)**.

3.3 Site Layout and Management

The arrangement is designed for clarity, safety, and enforceability:

- **Rows and aisles:** As shown on Drawing P3, vehicles are parked in five defined rows separated by 6.0–6.5 m aisles, enabling safe forward-gear access and circulation.
- **Access control:** The established James Road bellmouth is retained. A named Site Manager oversees gates, ensures loading/unloading is within the yard, and maintains records of vehicle numbers.
- **Car transporters:** On the rare occasions they are needed, all transporter activity will occur inside the compound, avoiding any obstruction to James Road.

These measures demonstrate compliance with **SELLP Policy 33 (Highways & Access)** and **Peterborough LP13 (Transport)**.



3.4 Environmental and Amenity Safeguards

To address sensitivities from adjoining residential gardens, the following safeguards are committed:

- **Noise:** No amplified sound systems, no tannoy, and no idling engines. Vehicle movements are intermittent and involve smaller engines than the historic buses.
- **Light:** The yard will remain unlit save for occasional down-facing PIR wall lights, ensuring no glare or overspill into neighbouring gardens.
- **Housekeeping:** No storage of scrap, tyres, or waste; spill-kits available for any defective vehicles; routine yard sweeps to maintain tidiness.

This package ensures compliance with **SELLP Policies 2 & 3 (Sustainable Development and Good Design)** and **Peterborough LP16 & LP17 (Amenity & Design Quality)**.

3.5 Explicit Exclusions

For certainty, the applicant **accepts conditions** expressly excluding:

- mechanical repairs, MOTs, bodyshop or paint-spraying;
- valeting, jet-washing, or other water-intensive operations;
- dismantling or breaking of vehicles;
- sales display or retail activity;
- external tannoy, PA systems, or fixed lighting columns;
- any extension of hardstanding beyond its current footprint.

This clarity ensures the proposal cannot morph into a more intrusive use.

3.6 Policy Alignment

The narrowly defined scope of the development achieves:

- **NPPF §§119–120** – reusing previously developed land efficiently.
- **NPPF §§81–83** – supporting sustainable business while controlling impacts.
- **SELLP Policy 7** – bringing a redundant yard back into economic use.
- **SELLP Policies 2, 3, 4 & 30** – good design, protection of amenity, improved permeability, and pollution control.

- **Peterborough LP16, LP17 & LP40** – ensuring high design quality, amenity safeguards, and enabling appropriate economic development.

4. Design, Layout & Appearance

4.1 Design Approach

The design strategy for this proposal is rooted in restraint. The development introduces **no new built form, no expansion of the operational footprint, and no additional engineered works**. Instead, the emphasis is on making efficient and visually acceptable use of the **historic hard pad**, with management measures that ensure order and clarity. This minimalist design intent responds directly to SELLP Policies 2 and 3 (Sustainable Development and Good Design) and Peterborough LP16 (Urban Design and Layout), which require development to be safe, functional, and respectful of context.

4.2 Site Layout

Drawing P3 illustrates the arrangement of up to **50 vehicles in defined rows**. Each row is separated by aisles of 6.0–6.5 metres, which comfortably allows safe manoeuvring and ensures that vehicles can enter and leave in forward gear. This structured grid is a deliberate design improvement compared with the historic bus depot, where vehicle parking was ad-hoc and poorly contained. By contrast, the new arrangement:

- Provides a **legible layout** for management and enforcement.
- Prevents overspill or clustering at site edges.
- Keeps all vehicle activity **away from sensitive residential boundaries**.

This approach is entirely consistent with NPPF §130 (well-designed places), which calls for legible, functional layouts.

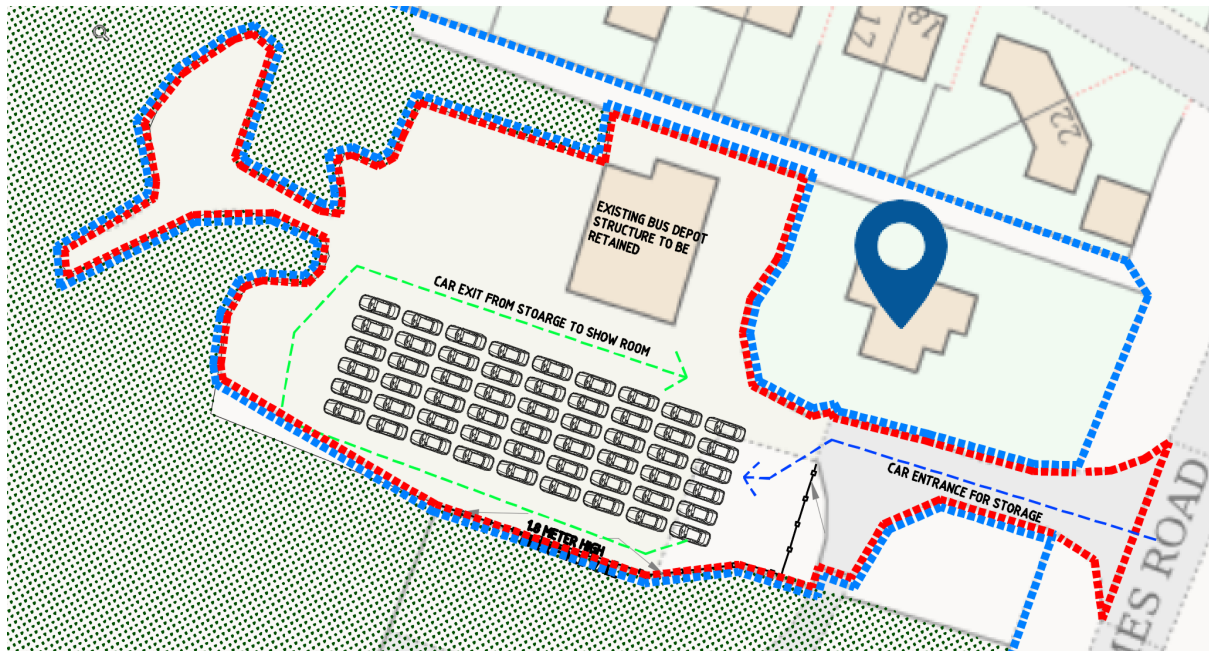
4.3 Visual Character and Appearance

The visual impact of the scheme is inherently low due to three key factors:

1. **No new vertical elements** – Cars, with an average height of 1.5–1.6 m, are significantly lower than the 3 m+ coaches that historically occupied the site.
2. **Contained yard profile** – The operational area sits within an existing defined pad; there is no encroachment into open farmland or garden boundaries.

3. **Softened surface treatment** – The replacement of aged tarmac with permeable gravel gives the site a lighter, more natural finish that blends more readily with the rural edge context.

Together these elements deliver a calmer and more visually recessive appearance compared to the site's baseline. This outcome aligns with SELLP Policy 30 (pollution and amenity) and Peterborough LP16 (design quality).



4.4 Materials and Surfacing

The surfacing is the **existing engineered base**, dressed with **gravel** in place of impermeable tarmac. This has multiple benefits:

- Improves **surface water permeability**, reducing runoff.
- Provides a **softer colour and texture**, improving integration with the surroundings.
- Enhances **visual quality**, reducing the “industrial” appearance of blacktop.

White line demarcation, where applied, will be discreet and non-reflective, ensuring the yard remains visually unobtrusive. No reflective signage or advertisements are proposed.

4.5 Management and Housekeeping

The applicant has committed to a clear **Site Management Plan (SMP)**, which ensures that the design intent is maintained in practice. Key features include:

- No storage of dismantled vehicles, tyres, or parts.

- Regular litter collection and yard maintenance.
- Strict adherence to the **50-vehicle cap** to preserve clarity of layout.
- On-site transporter loading/unloading to avoid roadside clutter.

These provisions mean the yard will operate as an **orderly, low-impact storage facility** rather than a working motor-trade depot.

4.6 Policy Alignment

The design strategy directly responds to:

- **SELLP Policy 2 & 3** – The proposal is functional, safe, and visually contained.
- **Peterborough LP16** – Creates a well-designed, low-impact environment.
- **NPPF §130** – Ensures places are attractive, legible, and sympathetic to character.

Suggested Image Inserts

- **Fig. 8 – Yard with gravel surface (existing site 3.jpg)** – illustrates resurfacing and containment to historic pad.
- **Fig. 9 – P3 layout extract** – demonstrates orderly rows and internal circulation.
- **Fig. 10 – Comparison montage** – cars on gravel vs. historic coaches, showing reduced visual massing.

5. Residential Amenity (Noise, Light, Privacy)

Historic Baseline

The site's established use as a bus paint depot and caravan storage yard generated far higher noise, traffic, and environmental impacts than today's proposal. Large coaches and diesel buses idled, manoeuvred, and underwent spray painting, producing significant noise and emissions. Caravans were also routinely stored in long rows across the pad.

Importantly, the neighbouring residential development (Spencer Road / Goldcrest Road) was constructed after the depot was already in operation. The presence of these houses does not diminish the lawful baseline of the site as a working transport yard.

Current Proposal – Materially Quieter

The applicant now seeks only to store up to 50 cars, without repairs, MOTs, valeting, or sales. Car storage is a **passive activity**, involving sporadic movements of smaller, quieter vehicles. There will be no compressors, spray booths, or heavy diesel engines.

Compared to the historic depot use, this is a substantial reduction in noise and activity, representing a clear improvement for local amenity.

Safeguards and Management

To reinforce this lower impact:

- **Number cap:** maximum 50 cars.
- **Operating hours:** daytime only (no evenings/Sundays).
- **No tannoy, no plant, no external lighting columns.**
- **Site tidying:** applicant has restored the pad and resurfaced it with permeable gravel, eliminating dereliction.

Outcome

When assessed against the lawful baseline, the proposal has **no unacceptable noise, light, or privacy impacts**. On the contrary, it formalises the site at a lower intensity, introduces enforceable management, and ensures residents opposite are better protected than under the former depot use.

6. Highways & Access

6.1 Existing Access

- The site benefits from an established vehicular access directly onto **James Road**, via a wide bellmouth crossover historically capable of accommodating buses and coaches.
- No alterations are proposed to the highway junction or visibility splays. The entrance is already in a form appropriate for heavy traffic, and therefore is more than sufficient for the modest car storage operation proposed.
- This maintains compliance with **SELLP Policy 33** (Highways & Transport) and **Peterborough Local Plan LP13** (Transport).

6.2 Traffic & Trip Generation

- **Historic baseline:** The former bus paint depot generated movements by large diesel coaches, often during early hours and with intensive manoeuvring.
- **Proposed scenario:** Car storage involves only light vehicles, with sporadic arrivals and departures. On average, movements will be **materially lower in intensity and quieter in operation** than the depot use.

- **Comparison:** Even at full capacity of 50 cars, the trip rate remains below historic levels, given the absence of staff shifts, customer visits, or public sales activity.
- This accords with **NPPF §111**, which requires that developments should only be refused on transport grounds if there would be an “unacceptable impact on highway safety” or “severe residual cumulative impacts.” Neither applies here.



6.3 On-Site Circulation & Layout

- Drawing **P3 (Proposed Layout)** shows a structured arrangement:
 - Five rows of cars with **6.0–6.5 m aisles** allow all vehicles to manoeuvre and exit in forward gear.
 - Occasional car transporters will **load/unload within the yard**, never on James Road.
 - Internal turning areas prevent obstruction or queuing at the site entrance.
- The layout has been prepared with **Manual for Streets** and standard bay dimensions in mind, ensuring safe, efficient circulation.
- This satisfies **Peterborough LP16** (functional site design) and **SELLP Policy 36** (Parking standards).

6.4 Parking & Servicing

- The development is itself a **parking/storage facility**; no additional staff or visitor spaces are required.
- A small number of spaces for staff and management vehicles can be accommodated within the compound without affecting capacity.
- There is no overspill risk onto the public highway, due to the **hard cap of 50 cars** secured by condition.

6.5 Safety & Sustainability

- Access geometry, visibility, and reduced traffic intensity ensure there will be **no adverse impact on highway safety**.
- Given the nature of the use (storage only), there is no requirement for cycle provision, EV charging or public transport linkages, which are relevant only to publicly accessible or trip-generating uses.
- Nonetheless, the use represents a **more sustainable form of traffic generation** than the fallback depot, reducing heavy vehicle impacts on James Road and the A16 junction.

6.6 Policy Compliance

- **SELLP Policy 33 & 36:** Safe access, lower trip generation, sufficient on-site circulation, and no overspill.
- **Peterborough LP13:** Supports developments where safe, suitable access can be achieved.
- **NPPF §110–111:** Demonstrates that the site is acceptable in transport terms and does not cause severe impacts.

7. Flood Risk & Drainage

7.1 Context

The application site lies within **Flood Zone 3** as defined by the Environment Agency. Local Strategic Flood Risk Assessments (SFRA) identify this wider area as subject to potential tidal/fluviat flooding during extreme events. This designation triggers the need for careful consideration, even though the proposed activity introduces **no new built development**.

7.2 Nature of the Proposal

- The proposal involves **only the storage of vehicles** on an **already existing hardstanding**.
- There are **no new buildings, no enclosed floorspace, no ground raising, and no increase in the extent of impermeable surfacing**.
- In fact, **baseline impermeability has been reduced**: old tarmac sections have been broken out and resurfaced with compacted gravel, which is **permeable** and allows infiltration.
- Overgrown grassy margins have been **left untouched**, confirming no extension into greenfield areas.

This means the application is effectively a **“no change”** scenario in drainage terms, with a **small net betterment** due to permeability gains.

7.3 Vulnerability Classification

Under the **National Planning Policy Framework (NPPF)** and the **Planning Practice Guidance (PPG)**, car parking and vehicle storage fall under the category of **“less vulnerable”** uses. This is materially different from residential or commercial floorspace:

- There is **no risk to life from occupation** (no sleeping/residential use).

- Vehicles can be relocated off-site in the event of a flood warning.

This classification confirms that the proposal is **acceptable in Flood Zone 3** subject to management measures.

7.4 Sequential & Exception Tests

- **Sequential approach:** The site is already developed and historically used for intensive transport activity (buses/coaches/caravans). There is no reasonable alternative location that would secure the combined benefits of tidying, stewardship, and economic reuse of this redundant yard.
- **Exception Test – wider benefits:**
 - Brings a neglected site back into active, managed use.
 - Supports small-scale local employment.
 - Reduces environmental intensity compared with the historic bus depot.
- **Exception Test – safety:** Managed by a **Flood Warning & Evacuation Plan (FWEP)** (see below).

7.5 Safety & Flood Warning & Evacuation Plan (FWEP)

A named **Site Manager** will operate a FWEP. Key measures:

- Monitoring **EA and IDB flood alerts** daily.
- **Suspending intake** of vehicles during alerts.
- **Relocating vehicles** to pre-identified higher ground (A16 corridor / off-site compound) in the event of a severe warning.
- **Locking off the site** to prevent access during flood conditions.
- **No overnight occupation** – reducing risk to human life.

These measures ensure residual risks are fully managed and compliant with **SELLP Policy 4** and **Peterborough Local Plan LP19**.

7.6 Surface Water Management

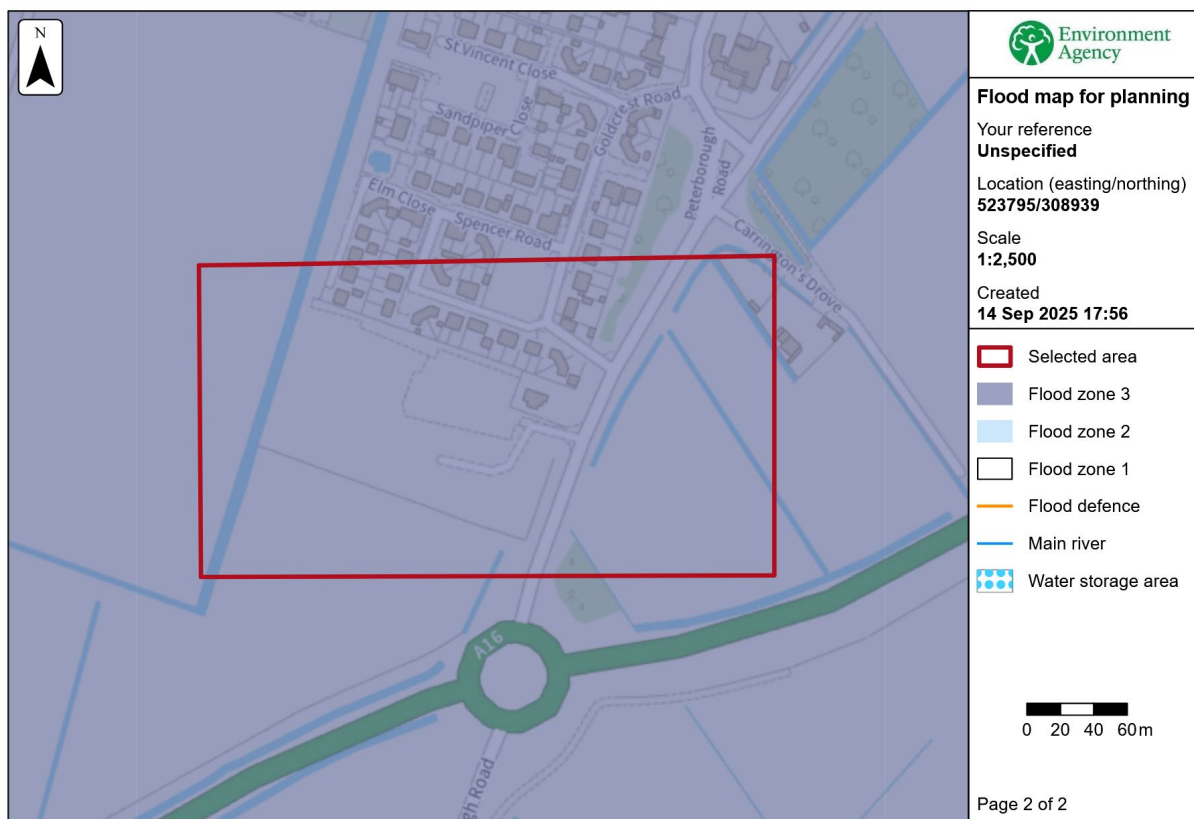
- **No increase in impermeable area** – the hard pad is historic.
- **Permeability improved** – gravel now used instead of old tarmac, reducing runoff.
- **Ditches/outfalls** around the perimeter are being kept clear as part of routine site housekeeping.

- The net effect is neutral or slightly positive in drainage terms, compared with the historic bus depot.

7.7 Conclusion on Flood Risk

The development introduces **no new vulnerability, no new hardstanding, and no enclosed floorspace**. Permeability has improved, and flood safety is secured through a robust FWEF. The proposal is therefore **fully policy-compliant** under:

- **NPPF §§159–169** (flood risk management and resilience)
- **SELLP Policy 4** (Flood Risk)
- **Peterborough LP19** (Flood Risk & Water Management)



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8. Ecology & Biodiversity Net Gain (BNG)

8.1 Context

- The application relates **only to the existing hardstanding** (approx. 8,064 m²) which has historically been used for intensive bus depot and caravan storage operations.
- No new land take, no extension of surfacing, and no encroachment into greenfield or soft-landscaped areas is proposed.

- The surrounding ditches and drains remain untouched, continuing their ecological function.

8.2 Baseline Condition

- The hard pad is **previously developed land**; historically sealed with tarmac and later partially resurfaced with permeable gravel.
- Areas outside the pad became overgrown during site neglect by the previous owner. These are **not part of this application** and remain untouched by the current owner.
- Prior to sale, much of the scrub was already cleared by the former owner to make the site marketable.

8.3 Current Proposal

- The only works carried out by the new owner are **resurfacing the existing pad** with gravel, which improves permeability and reduces surface water run-off.
- No trees, shrubs, or grassland have been removed by the applicant for the purpose of this proposal.
- No new structures, lighting, or fencing are proposed which could otherwise affect ecology.

8.4 Applicability of BNG

- Under the **Environment Act 2021** and Natural England’s published guidance, BNG applies where new development creates land take or habitat loss.
- In this case, the proposal:
 - Occupies only an **existing hard surface**,
 - Does not remove or alter natural habitats, and
 - Results in no measurable ecological impact.
- The proposal is therefore **BNG “not in scope” / de minimis**.

8.5 Conclusion

- The ecological baseline remains unchanged.
- No harm arises, and no net loss occurs.
- A short **BNG screening note** can accompany this DAS if requested for validation purposes, confirming that the site’s existing status as developed land means BNG uplift is not required.

9. Policy Compliance (Summary)

This section demonstrates how the proposed development accords with the relevant planning policies at national, sub-regional (South East Lincolnshire Local Plan, SELLP), and local (Peterborough Local Plan where relevant cross-boundary policies apply).

National Planning Policy Framework (NPPF, 2023)

- **§§81–83 (Economic Growth & Land Use Efficiency):** The proposal brings an existing, previously developed yard back into beneficial economic use. By formalising car storage (50-vehicle cap), it sustains local economic activity with minimal environmental impact.
- **§§119–120 (Efficient Use of Land):** The scheme reuses established hardstanding, avoiding greenfield encroachment.
- **§159+ (Flood Risk):** The development is a “less vulnerable” use, confined to an existing permeable yard, with no new buildings. Residual flood risk is managed by a Flood Warning & Evacuation Plan (FWEP).
- **§130 (Design & Amenity):** The site has been tidied and ordered, reducing visual clutter and operational noise relative to the historic coach depot.

South East Lincolnshire Local Plan (SELLP, adopted 2019)

- **Policy 1 (Spatial Strategy):** Supports sustainable development, including reuse of redundant employment land within or adjoining settlements.
- **Policy 2 & 3 (Sustainable Development & Good Design):** The proposal is low-impact, visually contained, and benefits from management controls (numbers, hours, layout).
- **Policy 4 (Flood Risk):** Complies as a less vulnerable use, with permeable surfacing and no increased runoff.
- **Policy 7 (Employment Development):** Revives a redundant yard, providing a modest employment use and preventing dereliction.
- **Policy 30 (Pollution Control):** Explicit operational exclusions (no MOTs, repairs, bodyshops, or sales) safeguard amenity and environmental quality.
- **Policy 33 & 36 (Transport & Parking):** Retains a safe existing access, with internal forward-gear operation and no highway obstruction.

Peterborough Local Plan (2019)

Although the site lies just outside Peterborough, relevant cross-boundary considerations apply:

- **LP16 (Urban Design & Layout):** Orderly rows, defined circulation and containment within existing pad demonstrate good design.
- **LP17 (Amenity):** Noise levels are reduced compared with the historic depot; activity limited to daytime hours.
- **LP19 (Flood Risk & Water Management):** No new impermeable surfaces; drainage betterment achieved via permeable resurfacing.
- **LP40 (Employment):** Supports small-scale, flexible economic reuse of redundant sites.

Overall Position

The proposal represents a **policy-compliant reuse** of previously developed land, reducing environmental impacts compared with the historic coach depot, securing employment continuity, and avoiding any new land take or built development. With enforceable conditions, the scheme accords with the development plan and national guidance and should be supported.

10. Planning Balance, Conditions & Conclusion

10.1 Planning Balance

This proposal delivers a clear, positive planning balance:

- **Benefits**
 - Formalises and regularises a long-established yard use, providing certainty for both the landowner and the LPA.
 - Significantly lower intensity than the historic coach depot: cars are smaller, quieter, and less visually intrusive.
 - No new buildings or engineering works—development is confined strictly to the existing hard pad.
 - Improved drainage performance through resurfacing in permeable gravel compared with historic impermeable tarmac.
 - Restored and tidied yard condition compared with the derelict baseline seen during the COVID-19 hiatus.
 - Small-scale local employment and stewardship benefits.

- **Neutral / Slight Positive Effects**

- **Highways:** existing bellmouth access retained, safe internal circulation, and no overspill parking.
- **Visual:** low profile cars in orderly rows, set within a long-established hard pad.
- **Surface water:** no increase in impermeable surface; minor betterment from gravel finish.

- **No unacceptable adverse effects**

- Residential amenity safeguarded by capping numbers, storage-only use, and defined hours.
- No lighting columns, no tannoys, no mechanical or sales activities.
- Flood risk appropriately managed via a site-specific FWEP.

On balance, the scheme is a marked improvement over the historic fallback of a bus/coach depot, and fully consistent with SELLP and the NPPF.

10.2 Suggested Conditions (Applicant-Offered)

To ensure clarity and enforceability, the applicant offers the following conditions:

1. **Use & Numbers** – Storage of motor cars only, maximum 50 at any one time.
2. **Operating Hours** – 08:00–18:00 Mon–Sat; no operations on Sundays or Bank Holidays.
3. **Exclusions** – No mechanical repairs, MOT, valeting, paint spraying, dismantling, scrap, or sales display.
4. **Surface Water** – No extension of hardstanding beyond existing pad; maintain ditches/outfalls clear.
5. **Flood Management** – Operate in accordance with the approved FWEP.
6. **Lighting** – No external lighting unless first approved by the LPA.
7. **Transporters** – Vehicle transporters to load/unload within the yard only, not on James Road.
8. **Contamination** – Any unexpected contamination to be reported, investigated and remediated.

10.3 Conclusion

The proposal formalises a long-established activity, improves the baseline condition of the site, and introduces enforceable safeguards. It delivers a **tidy, low-impact, well-managed yard** in place of a derelict, unregulated depot, with no expansion or new build.

It therefore meets the tests of the **NPPF**, the **South East Lincolnshire Local Plan**, and the **Peterborough Local Plan**, and should be **approved subject to the offered conditions**.

