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Supporting Statement

Brylaine Travel Ltd, Glenside South, West Pinchbeck, Spalding PE11 3NH



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The following statement is to accompany a Retrospective Planning Application
For Change of Use from General Industrial (Class B2)
to Storage and Distribution (Class B8)

Applicant : Brylaine Travel Ltd

April 2026

Ref: SS.210-01 revA

Application Details

The following table sets out the key particulars of this retrospective planning application.

Site Address	Glenside South, West Pinchbeck, Spalding, Lincolnshire, PE11 3NH
Grid Reference	520631, 324950
Site Area	1.397 hectares (3.452 acres)
Applicant	Brylaine Travel Ltd
Nature of Application	Retrospective Change of Use from General Industrial (Class B2) to Storage and Distribution (Class B8)
Local Planning Authority	South Holland District Council
Local Plan	South East Lincolnshire Local Plan 2011–2036 (Adopted 2019)
Date of Statement	April 2026

Introduction and Purpose of this Statement

This Supporting Statement has been prepared in support of a retrospective planning application for the change of use of land and buildings at Glenside South, West Pinchbeck, Spalding, from General Industrial (Use Class B2) to Storage and Distribution (Use Class B8).

The site is currently occupied by two established transport businesses: Brylaine Travel Ltd, a regional public service vehicle (PSV) operator, and BMR Transport Ltd, a haulage company. Both businesses utilise the site for the lawful storage of their respective fleets, together with ancillary administration and welfare facilities. Neither operation involves manufacturing, processing or any other activity characteristic of general industrial use.

This statement demonstrates that the proposed change of use is acceptable in planning terms, having regard to:

- The National Planning Policy Framework (NPPF, 2023)
- The South East Lincolnshire Local Plan 2011–2036 (Adopted 2019)
- The existing lawful and established use of the land
- The site's location, accessibility and absence of unacceptable amenity impacts
- Flood risk, drainage, and other material considerations

The statement also sets out the design approach, access arrangements, parking provision and operational parameters of both businesses currently using the site.

Site Description and Surrounding Context

Location

The application site is located at Glenside South, West Pinchbeck, a rural/semi-rural locality within the South Holland district, approximately 3 kilometres north-west of Spalding town centre. The site fronts the B1180 road and is accessed via Glenside North (for commercial vehicle departures) and Glenside South (for arrivals and site access). The River Glen runs adjacent to the site on the northern/western boundary.

The site has a perimeter of approximately 504.95 metres (1,656.66 feet) and a total area of 1.397 hectares (3.452 acres). It is bounded to the north by the B1180 and the River Glen, to the east by a track leading to Rose Farm, and by agricultural land and drainage infrastructure to the south and west.

Existing Site Conditions

The site comprises two principal hard standing areas:

- Yard 1: Hard standing tarmac and gravel surface providing open-air parking for the vehicle fleet and staff car parking. A septic tank for foul sewage disposal is located within Yard 1.
- Yard 2: A hard standing compound (Plannings) with concreted areas providing the primary vehicle storage area, with vehicle spaces designated for Brylaine buses and BMR haulage vehicles.

Existing buildings on site include a small ancillary administration/welfare building used by both businesses (comprising a driver rest room, logging-in area and toilet facilities) together with a number of small workshop and storage buildings. No significant industrial buildings are present, and no manufacturing or processing activities are, or have been, carried out on site.

Drainage covers (shown on the marked up Promap plan as yellow dots) are distributed across the yard surfaces. All surface water drainage leads to an interceptor located on-site (shown in blue on the plan), which then discharges to a foul water treatment plant located on the site. The system is a closed, managed arrangement designed to prevent any uncontrolled discharge of potentially contaminated surface water to the adjacent River Glen or other watercourses.

Surrounding Land Uses

The immediate surrounding area is characterised by:

- Residential properties (Roehampton Cottage and other dwellings) immediately adjacent to the site on the western boundary
- Rose Farm to the east
- The B1180 road and River Glen corridor to the north
- Agricultural land to the south

A Grade II listed Mill is located approximately 109 metres to the north of the site (Historic England reference 1064437, listed 13 January 1988). The site itself is not listed and does not fall within a Conservation Area.

Description of the Proposed Change of Use

Nature of the Change of Use

Prior to the current use, the site was historically occupied for many years by a civil engineering company, namely C G Godfrey. Various change of use applications were granted between 1972 & 1982 (see appendix) to facilitate the business' operations. These were primarily the approval of a road construction depot & yard extension for storage of civil engineering materials and plant with security fence and access. These permissions, as confirmed by the planning department, limited the site to Class IV which at the time was listed as 'Use as a general industrial building for any purpose'.

Various plant, including diggers and lorries have been stored on site over the years. From Google Earth and Street View Imagery provided as part of this application, along with the previous occupiers vehicle operator license, it is clear that the site has stored civil engineering materials, associated road construction plant and lorries for a significant period of time

This application seeks retrospective planning consent to formalise the use of the application site as Storage and Distribution (Use Class B8). The site is currently in active use for:

- The open-air storage and parking of public service vehicles (buses) operated by Brylaine Travel Ltd under a Traffic Commissioner's Operator's Licence
- The open-air storage and parking of heavy goods vehicles (fronts/cabs) and trailers operated by BMR Transport Ltd, similarly licensed by the Traffic Commissioner
- Associated ancillary uses including driver welfare facilities, administration and minor maintenance/storage activities

The use of the site for the storage and keeping of licensed vehicles is characteristic of Use Class B8 (Storage and Distribution) and not Class B2 (General Industrial), which presupposes manufacturing, processing or repair activities as the primary use. There is no manufacturing on site.

The use is distinct from General Industrial (Class B2), which covers uses involving processes that may cause nuisance. The operations carried out on site are primarily concerned with the secure overnight and day-time storage of licensed vehicles, minor maintenance, and the administrative functions of the two operators. No manufacturing, fabrication, or industrial processing takes place on the site.

Vehicle Numbers and Types

The maximum number of vehicles permitted under the respective Traffic Commissioner Operator's Licences, and currently utilised on site, is as follows:

Vehicle Type	Maximum Number	Operator
Public Service Buses	20	Brylaine Travel Ltd (Traffic Commissioner Licence)
HGV Lorry Fronts/Cabs	12	BMR Transport Ltd (Traffic Commissioner Licence)
HGV Trailers	25	BMR Transport Ltd (Traffic Commissioner Licence)
Vans	5	Both operators
Cars (staff parking)	25	Staff and visitors

It is noted that the numbers above represent the maximum licenced capacity; the actual number of vehicles present on site at any one time will vary according to operational requirements.

Employees

The following employment is currently generated on site:

Category	Numbers	Details
Static (on-site) staff	4–5	Present 0600–2000: BMR Transport (4 staff), Brylaine (1 staff)
Remote/Mobile staff	Circa 20–25	Depart in AM and return PM. Includes PSV drivers and HGV drivers.

The site is not open to the general public.

Operating Hours

Operator	Operating Hours
BMR Transport Ltd	Monday 00:01 to Sunday 23:59 (24 hours, 7 days per week). Haulage departures and arrivals.

Brylaine Travel Ltd

Monday 05:30 to Friday 20:30 (PSV departures and arrivals, public service operations). Saturday and Sunday: on-site maintenance and weekend security. No public departures.

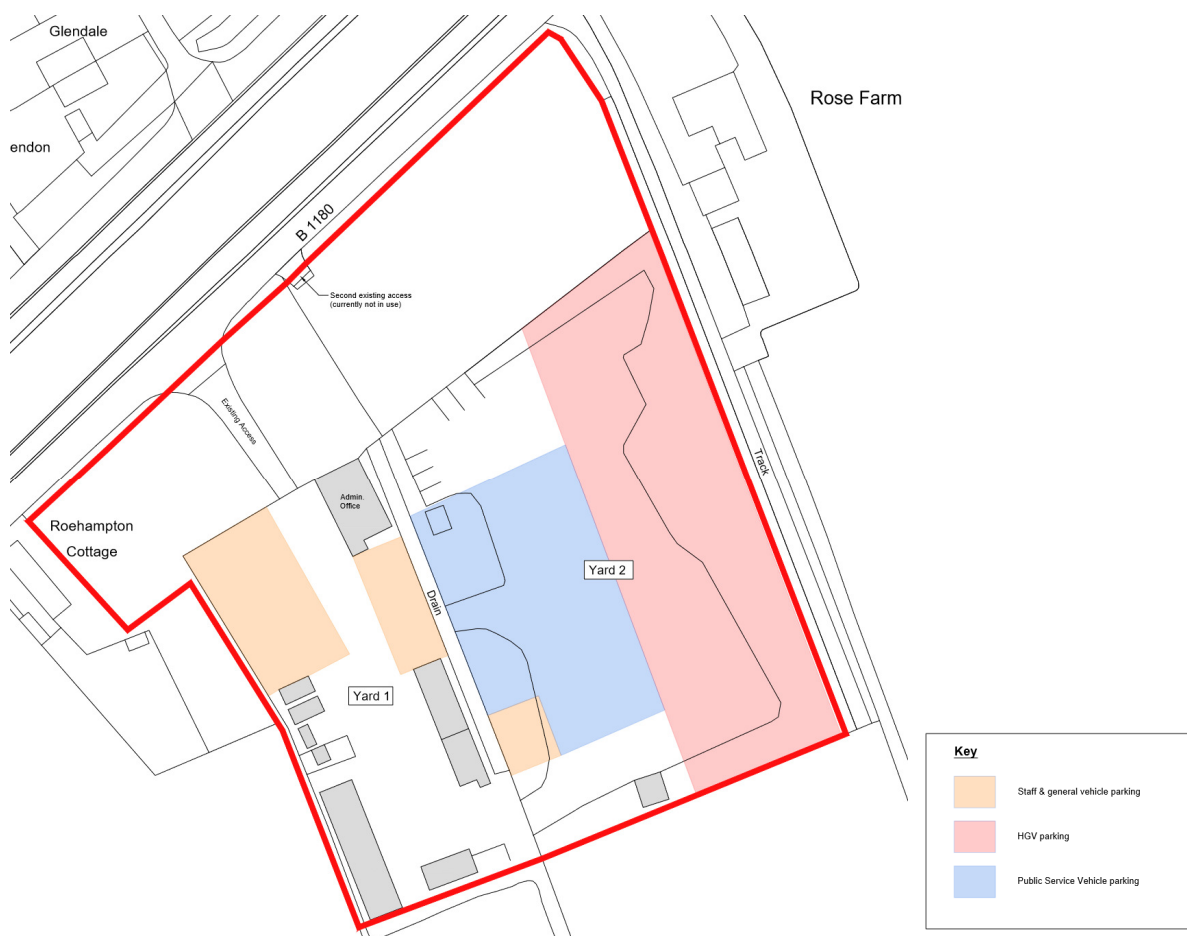
Peak Vehicle Movements

Brylaine Travel Ltd peak vehicle movement: 7 buses departing between 06:00 and 07:40, all returning between 17:00 and 20:00, Monday to Friday.

BMR Transport Ltd movements are spread across the operational day and night as part of a haulage operation; however, the majority of significant movements occur during daytime hours consistent with normal haulage operating patterns.

Design and Access Statement

Design Approach and Site Layout



The site layout has evolved organically in response to the operational requirements of both businesses. The design approach has been guided by the following principles:

- Efficient and safe circulation of PSVs and HGVs within the site
- Separation of vehicle types to minimise conflict
- Provision of adequate off-street parking for all staff and visitor vehicles
- Minimisation of amenity impacts upon neighbouring residential properties
- Protection of the River Glen and associated drainage infrastructure from pollution

Yard 1 (tarmac/gravel hard standing) serves as the primary car parking and general access area. Yard 2 (hard standing compound (Plannings) with concreted areas) accommodates the main vehicle storage, with BMR refrigerated trailer units positioned at the far end of Yard 2 to maximise separation from residential neighbours. Brylaine buses are parked with their rear engines pointing away from the nearest dwellings.

Access Arrangements

Vehicle access to and from the site has been managed to minimise impacts on local roads and neighbouring residents. The following arrangements are in operation:

- No Brylaine vehicle access to the site via Glenside South from B1180 to Money Bridge (the road is narrow and unsuitable for PSV movements in this direction). Drivers are required to use Glenside North to Money Bridge.
- All Brylaine AM departures are routed via Glenside South to the A151 to Spalding, or via Money Bridge to Gosberton Risegate, to avoid the narrow section of Glenside South.
- BMR vehicle routing follows similar principles, with access managed to minimise disturbance to the narrow residential lanes.

These routing restrictions have been agreed informally with neighbouring residents and are embedded within the operational procedures of both businesses. There is no public vehicle access to the site.

Accessibility

The site is accessed by staff predominantly by private car (25 spaces provided) and by the company vehicles themselves. The site is not open to the public. Pedestrian access is via Glenside South. There is no requirement for public transport access given the operational nature of the use.

Appearance and Landscaping

The site is of an operational transport nature and its appearance is appropriate to this use. No formal landscaping is proposed as part of this application; however, the existing boundary treatments and the adjacent River Glen corridor provide a natural green setting. The application site is not within any designated landscape area, Conservation Area or Area of Outstanding Natural Beauty.

The low-profile, functional nature of the buildings and structures is in keeping with the commercial and agricultural character of this part of the Lincolnshire fens.

Planning Policy Assessment

National Planning Policy Framework (NPPF, 2023)

Building a Strong, Competitive Economy (Chapter 6)

The NPPF at paragraph 85 states that the planning system should do everything it can to support sustainable economic growth and productivity, and recognises the importance of facilitating the effective use of land by existing businesses. The application site provides essential infrastructure for two established transport businesses serving the local and regional economy. Brylaine Travel Ltd provides public transport services in South Lincolnshire; BMR Transport Ltd provides freight distribution services. Both operations are economically productive and employment-generating uses appropriate to a site in a semi-rural commercial location.

Paragraph 88 of the NPPF requires that planning decisions should not impose undue burdens on business. The formal regularisation of the use via this retrospective application removes planning uncertainty and supports the long-term viability of both businesses.

Achieving Well-Designed Places (Chapter 12)

The NPPF requires that development should add to the overall quality of the area, function well and have regard to the local character and history of the place. The proposed use, as a vehicle storage and distribution site, is consistent with the established industrial and commercial character of this locality. No new built development is proposed. The site layout, access arrangements and operational controls described in this statement demonstrate that the use functions effectively and with appropriate regard to its setting.

Promoting Sustainable Transport (Chapter 9)

Paragraph 110 of the NPPF requires that applications for development should give priority to pedestrian and cycle movements, and create safe and secure layouts that minimise conflicts. The vehicle routing restrictions agreed between both operators and neighbouring residents, as described later in this statement, directly address highway safety and amenity concerns. The site's operational access onto the B1180 via Glenside North ensures that the primary route for HGVs and PSVs is suitable for such movements.

Meeting the Challenge of Climate Change and Flood Risk (Chapter 14)

The NPPF requires that development is directed away from the highest flood risk areas and that development in Flood Zones 2 and 3 is accompanied by appropriate flood risk assessment. This matter is addressed in detail later in this statement. It is noted that the proposed use does not introduce any new built structures or impermeable surfaces, and that the existing drainage system (with oil interceptors and on-site foul water treatment) mitigates the risk of surface water contamination.

Conserving and Enhancing the Natural Environment (Chapter 15)

The Groundsure Screening Report confirms that no statutory environmental designations (SSSIs, SACs, SPAs, Ramsar sites, Local Nature Reserves or Ancient Woodland) are affected by the site. The existing surface water drainage system, incorporating a full interceptor and on-site foul water treatment plant, safeguards the adjacent River Glen and

associated drainage network from pollution. The underlying geology is categorised as Unproductive in hydrogeological terms, reducing the risk of ground-water contamination.

South East Lincolnshire Local Plan 2011–2036 (Adopted 2019)

Policy 1: Spatial Strategy

Spatial Strategy directs development to sustainable locations and supports economic development that contributes to the vitality and sustainability of settlements. The site supports sustainable transport business', which are vital for the local area and fits within the rural economy, reducing the need for long trips.

While the site is in the countryside, it is an established employment site. Policy 1 allows for development that is necessary to its location or demonstrates social/economic benefits.

In applying the spatial strategy, it is important to note that Brylaine Travel Ltd has actively sought a suitable site for a Passenger Carrying Vehicles (PCV) to deliver bus services into and around Spalding for over five years prior to occupying this site. The specific operational requirements of a PCV site — including sufficient turning space and parking for large, non-articulating vehicles — significantly limit the range of viable sites. Unlike articulated lorries, public service vehicles require dedicated turning areas of a particular geometry, which rules out many otherwise suitable commercial premises.

During the site search, Brylaine Travel Ltd bid unsuccessfully on two alternative properties. Approaches were also made to three separate landowners to explore the possibility of purchase or lease of suitable land; on each occasion, no terms were available. Available land on Warden Tree Lane was also investigated but was not feasible for the investment required, given the limited revenue returns associated with commercial Public Service Vehicle operations. The application site at Glenside South, West Pinchbeck, was therefore the only opportunity of sufficient size, scope and financial viability that became available. This extensive and documented site search process directly supports the conclusion that the location is justified by operational necessity, consistent with Policy 1's recognition of development that is necessary to its location.

The social and economic benefits of this site extend beyond commercial transport operations. The Brylaine Travel Ltd site at this location directly supports and enables the delivery of education transport for schools and colleges in Spalding, Donington and Boston. It also serves Johnsons Hospital and a range of other public healthcare facilities, ensuring that medical appointments and healthcare services remain accessible. In addition, the depot enables residents of rural villages across the South Holland area to access public transport links that would otherwise be unavailable to them. These community-facing functions are a material consideration in the planning balance and demonstrate that the use demonstrably delivers social benefits consistent with Policy 1.

Policy 2: Development Management

The proposal involves no new buildings and no material change to the built form of the site. The operational controls in place ensure that the site is managed in a manner that is sensitive to its surroundings, consistent with the general design and amenity principles of Policy 2

Whilst not a housing policy, the Local Plan places significant emphasis on protecting the amenity of existing residential occupiers. The voluntary operational restrictions adopted by

Brylaine Travel Ltd and BMR Transport Ltd demonstrate a proactive commitment to managing the amenity impacts of the site on neighbouring dwellings

The Grade II listed Mill (Historic England reference 1064437) is located approximately 109 metres to the north of the site. The proposed change of use does not alter the external appearance of the site in any meaningful way; no new structures are proposed. The use of the site for vehicle storage and distribution is not considered to cause harm to the setting or significance of the listed building.

Policy 4: Flood Risk

South East Lincolnshire Local Plan Policy 4 requires that development is directed away from areas at highest risk of flooding and that all development incorporates appropriate flood risk mitigation measures. The implications of flood risk for this application are assessed in detail below. The proposed change of use does not worsen the flood risk position; no new built structures are proposed and the existing drainage infrastructure is appropriate.

Policy 5: Meeting Physical Infrastructure and Service Needs

Brylaine Travel Ltd (public service vehicles) and BMR Transport Ltd (haulage) — whose combined operations support up to 30 employees and provide essential public transport and logistics services to the local and regional economy. The use supports essential public transport and logistics services.

Policy 7: Improving South East Lincolnshire's Employment Land Portfolio

Policy 7 of the South East Lincolnshire Local Plan sets out an approach to the location of employment development, broadly directing employment uses to existing established employment areas and previously developed land. The application site has an established history of industrial and commercial use (recorded as an Unspecified Depot from at least 1992 on historical Ordnance Survey mapping). The site is therefore not a greenfield site being brought forward for employment use for the first time; rather, it is an established commercial location for which the precise use class is being regularised.

Policy 7 also seeks to protect existing employment land and buildings for employment uses. This application supports the continued and productive use of established employment land for a lawful employment use (Class B8), consistent with the policy objective of retaining employment land in productive use.

The proposal makes efficient use of existing employment land, supporting a local employers (Brylaine Travel and BMR Transport) without requiring new development on greenfield sites.

Environmental Considerations

Flood Risk

The site is located within Flood Zone 3, which is common for the South Holland area. The existing use has been established on the site and the retrospective change of use does not introduce new vulnerability or alter the site's flood risk profile. Vehicle storage is a water-compatible use that can be safely managed within a flood risk area.

Further details are provided below

Drainage

Surface water drainage is managed through the existing site infrastructure. The hardstanding areas have been in place for some time and drain to existing systems. No changes to drainage arrangements are proposed.

Further details are provided below

Ecology and Biodiversity

The site is entirely hardstanding and buildings, with no ecological features of significance. The change of use has no impact on biodiversity.

Noise and Disturbance

The B8 storage use generates lower noise levels than many B2 industrial activities. Vehicle movements are the primary source of noise, and these are comparable to the levels associated with the previous use. The nearest residential properties are sufficiently distant that noise impacts are not considered significant.

Further details are provided below

Air Quality

The storage of vehicles does not generate significant air quality impacts. Emissions from vehicle movements are comparable to those associated with any commercial site of this scale.

Carbon Footprint

Significantly, the location of the Brylaine Travel Ltd site at West Pinchbeck, Spalding delivers a demonstrable and quantifiable environmental benefit. By positioning the depot in close proximity to the communities and routes it serves, the operational distance required for public transport vehicles is materially reduced. It is estimated that this depot location reduces carbon output associated with public transport operations by approximately 75,000 vehicle miles per annum compared to a more distant alternative site. This reduction in deadhead mileage directly lowers fuel consumption and associated greenhouse gas emissions, representing a positive environmental contribution that is consistent with the NPPF's objectives on climate change mitigation and the Council's own sustainability agenda.

Lighting

Existing external lighting provides security and enables safe operation during darker hours. Lighting is directed downward and designed to minimise light spillage beyond the site boundary.

Economic Benefits

The continued operation of this site supports the local economy through:

Direct employment of drivers, administrative staff, and maintenance personnel

Supply chain benefits through local procurement of fuel, parts, and services

Community transport provision – the bus services operated from this depot provide essential public transport links for local residents

Business rates contribution to the local authority

The retrospective regularisation of the B8 use provides certainty for the business and secures these economic benefits for the long term.

Community Considerations

Brylaine Travel Ltd provides public bus services that serve the communities of South Holland and the surrounding area. The continued operation of this depot directly supports the delivery of these services, which are relied upon by residents who do not have access to private transport.

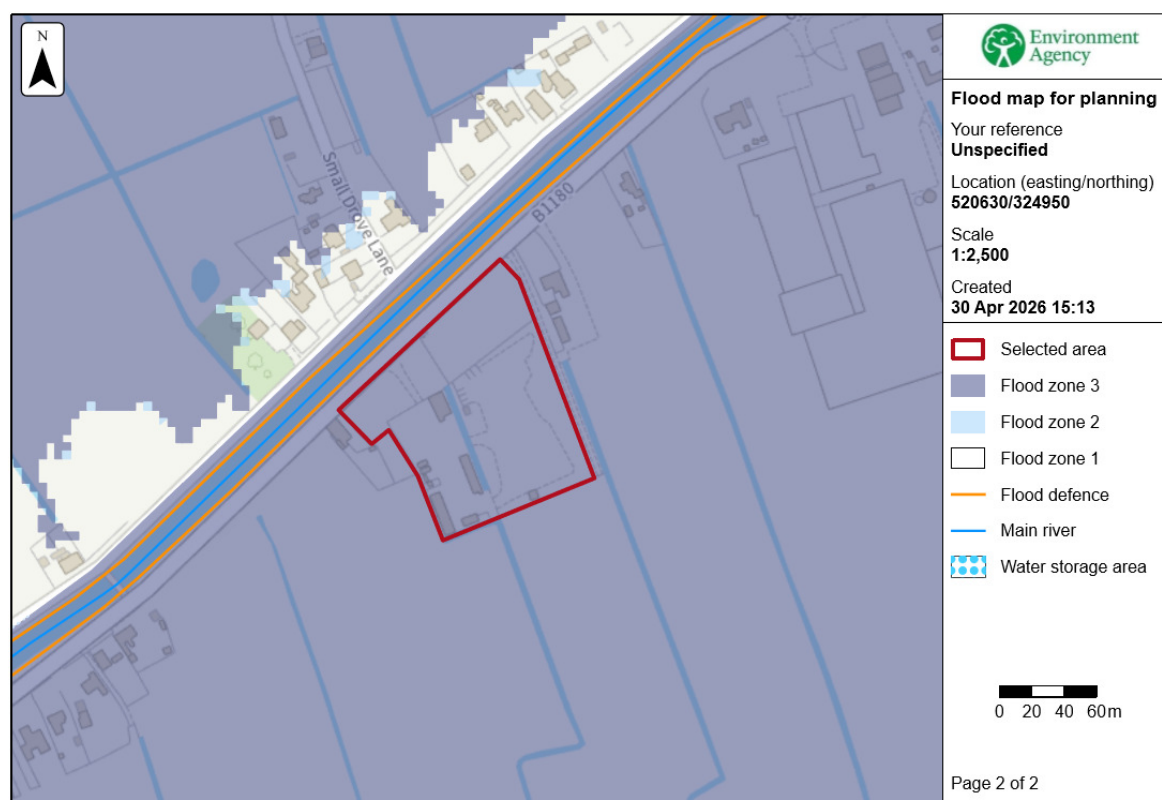
The regularisation of the planning position enables the company to continue investing in its operations and vehicle fleet, to the benefit of local service users.

Flood Risk Assessment

Flood Risk Context

A Groundsure Screening Report was obtained for the site in October 2024 (Reference: XP-MG-00666552_2906752). The report identifies a moderate overall flood risk at the property and this section addresses the findings in detail, drawing on Environment Agency data and the Groundsure ClimateIndex™ assessment.

Flood Zone Classification



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The application site is identified as falling within Flood Zone 3 (high risk, annual probability of fluvial flooding of 1.0% or greater). This classification is derived from Environment Agency Flood Map for Planning data and reflects the site's proximity to the River Glen. Under the National Planning Policy Framework, a Flood Risk Assessment is required for all development within Flood Zones 2 and 3, and would be required should any future physical development be proposed.

Risk of Flooding from Rivers and the Sea

The Groundsure Screening Report confirms that the site has a Medium chance of flooding from rivers and the sea in any given year, based on Environment Agency Risk of Flooding from Rivers and Sea (RoFRaS) data. Importantly, the report also identifies that the site benefits from existing flood defences, which reduce the actual risk of inundation below the 'without defences' classification. The presence of flood defences along the River Glen corridor provides a meaningful degree of protection for the site and surrounding area.

Climate Change Projections

The Groundsure ClimateIndex™ assessment rates the site as 'E' (Moderate to High Risk) across both the 5-year and 30-year climate projections. River and coastal flood depths under all emissions scenarios (low, medium and high) are projected at 80cm or more for both timeframes, with surface water flood depths projected at 20–40cm. These projections reflect the site's low-lying fenland setting and the anticipated increase in the frequency and severity of fluvial flood events as a result of climate change. The ClimateIndex™ insurance rating is categorised as 'Very High' by Ambiental Risk Analytics.

Flood Risk Acceptability for the Proposed Use

The proposed Use Class B8 (Storage and Distribution) is classified as 'More Vulnerable' under the NPPF Flood Risk Vulnerability Classification. However, the following material considerations strongly support the acceptability of the proposed use in the context of flood risk:

- The proposed change of use does not introduce any new built development, impermeable surfaces or significant physical changes to the site that would alter its existing flood risk profile.
- The use of the site for vehicle storage and distribution has been established for a number of years. A regularisation of the use class does not materially change the flood risk position.
- Both operators have operational procedures in place, including the ability to rapidly relocate vehicle fleets in the event of flood warnings, given the mobile nature of the vehicles stored on site. Licensed PSVs and HGVs are inherently moveable assets.
- The site benefits from existing flood defences along the River Glen, which afford a degree of protection against fluvial flooding.
- The Applicant is advised to register for and actively use the Environment Agency's Flood Warning Service, to ensure that operational staff receive timely warnings of potential flood events.
- Flood resilience measures should be investigated and implemented where practicable, including ensuring that all essential records, electrical equipment and hazardous materials are stored above potential flood levels.
- Adequate business interruption insurance, incorporating flood risk cover, should be maintained at all times.

The Sequential Test, and where necessary the Exception Test, are material considerations for any future physical development at the site. As this application is solely for a change of use without built development, and as the use has been established on site for a number of years, it is considered that the overall flood risk position is acceptable in the context of the existing and proposed use.

Groundwater and Surface Water Flooding

The Groundsure Report confirms that groundwater flooding risk is rated as Negligible at the site. Surface water flooding risk is also rated as Negligible by the Environment Agency's surface water flood risk dataset. However, the ClimateIndex™ projection notes that the risk

from surface water flooding is expected to increase over both the 5-year and 30-year time frames under all emissions scenarios.

Drainage and Water Management

Surface Water Drainage



The site is fully hard standing (tarmac, gravel and concrete) and generates surface water run-off from rainfall, vehicle washing and minor maintenance activities. All drainage covers shown on the marked up Promap plan lead to a below-ground drainage network, which discharges via an oil/fuel interceptor to an on-site foul water treatment plant. This system ensures that any surface water potentially contaminated with hydrocarbons (diesel, oil, hydraulic fluids) from parked vehicles is treated before disposal, in accordance with good practice for vehicle storage and depot sites.

The placement of BMR refrigerated trailer units at the top of Yard 2 (furthest from the River Glen) and the prohibition of freezer units in Yard 1 are operational measures that reduce the risk of refrigerant or fuel spillage near the most sensitive drainage outlets.

Foul Sewage

Foul sewage from the on-site welfare facilities (driver rest room and toilets) is disposed of via a septic tank located in Yard 1. The septic tank is maintained in accordance with applicable regulations. There is no connection to the public sewer. The Applicant should ensure that the septic tank is maintained, emptied and inspected at regular intervals by a suitably qualified contractor.

Groundwater Protection

The Groundsure Report confirms that the superficial geology at the site is classified as Tidal Flat Deposits (Clay and Silt) with an Unproductive hydrogeological designation. The bedrock geology is Oxford Clay Formation (Mudstone), also designated as Unproductive. No Source Protection Zones or drinking water abstraction licences are identified at the site. The risk of groundwater contamination from operations on the site is therefore low. Nonetheless, the existing interceptor system provides an appropriate level of protection for the adjacent River Glen, which is identified as a permanent watercourse on Ordnance Survey data.

Contaminated Land

The Groundsure Screening Report rates contaminated land risk as 'Moderate: Acceptable Risk'. Potentially contaminative historical land uses have been identified on and around the site, including its use as an Unspecified Depot from 1992 and the presence of former nurseries to the west from the 1970s to 1990s. The current registered occupier, Brylaine Travel Ltd, is recorded as operating from the site.

Groundsure considers that the identified land uses are not a significant risk whilst the site remains in its current use. Should any future redevelopment or change to a more sensitive use (including residential) be proposed, the planning process would require contaminated land investigations to be undertaken at an early stage.

The contaminated land position does not present an impediment to the regularisation of the existing use as Class B8.

Amenity and Neighbour Considerations

Noise and Disturbance

The application site is located in a mixed semi-rural setting with some residential properties in close proximity, including Roehampton Cottage and other dwellings to the west of the site. Both operators have proactively engaged with neighbouring residents and have voluntarily agreed and implemented a number of operational restrictions to mitigate noise and disturbance:

- BMR Transport Ltd: Refrigerated trailer units ('freezer units') are parked at the top of Yard 2, maximising the separation distance between running refrigeration motors and the nearest residential dwellings. Freezer units are not permitted in Yard 1.
- Brylaine Travel Ltd: All buses are rear-engined vehicles. Operational procedure requires that buses are parked with their engines pointing away from the direct

neighbours in Yard 2, reducing noise transmitted from idling engines towards residential properties.

- No Brylaine vehicle access via Glenside South from the B1180 towards Money Bridge, preventing large vehicles from using the narrow residential road in this direction.
- Brylaine AM departures are routed away from the residential area via the A151 or via Money Bridge to Gosberton Rise gate.

These measures reflect a genuine and ongoing commitment by both operators to operate as a considerate neighbour. They are embedded within the operational procedures of the businesses and have been communicated directly to neighbouring residents.

Hours of Operation and Night-time Activity

BMR Transport Ltd operates on a 24/7 basis, as is characteristic of national haulage operations. However, the voluntary siting of freezer trailer units at the extremity of Yard 2 significantly reduces the noise impact of refrigeration equipment on neighbouring properties. The static staff presence of 4–5 people during the 06:00–20:00 window keeps activity levels modest during daytime hours.

Brylaine Travel Ltd's operations are confined to Monday to Friday 05:30–20:30 for public service vehicle movements, with only security and maintenance activities on weekends. Peak vehicle movements (7 buses) occur during the early morning period 06:00–07:40, which is outside the most sensitive overnight hours.

Visual Amenity

The site is a working transport depot and its appearance is consistent with this use. No new buildings or structures are proposed. The existing boundary treatments and the wider agricultural and river corridor landscape provide a contextual setting for the use. The site is not visible from the listed Mill to the north in any manner that would harm the setting of that designated heritage asset.

Planning Balance and Conclusion

Having assessed the proposed change of use against relevant national and local planning policy, this statement concludes that the change of use from General Industrial (Class B2) to Storage and Distribution (Class B8) at Glenside South, West Pinchbeck, is acceptable in planning terms for the following reasons:

- The proposed use is appropriate for an established commercial site with a long history of industrial and transport-related activity, and is consistent with the protection and productive use of employment land supported by the South East Lincolnshire Local Plan.
- The use supports two established transport businesses – Brylaine Travel Ltd and BMR Transport Ltd – that collectively provide public transport and freight distribution services across South Lincolnshire, generating employment for approximately 25–30 people.

- The proposal is assessed to be consistent with the National Planning Policy Framework, which supports a strong and competitive economy, recognises the specific locational needs of distribution operations, and applies a presumption in favour of sustainable development. The use is of 'less vulnerable' classification under the NPPF flood risk framework, is consistent with the retention of employment land, and generates no adverse impacts on the character of the area, highway safety, or residential amenity that cannot be addressed through appropriate conditions.
- Both operators have demonstrated a proactive and responsible approach to site management through the voluntary implementation of operational controls relating to vehicle routing, parking orientation, and management of refrigerated units.
- The change of use does not result in any new buildings, structures or impermeable surfaces, and therefore does not worsen the flood risk position or increase the drainage burden on the site.
- Robust drainage infrastructure, including an oil interceptor and on-site foul water treatment plant, protects the adjacent River Glen from contamination consistent with Environment Agency guidance for vehicle storage sites.
- Voluntary operational restrictions – agreed directly with neighbouring residents – mitigate noise, routing and amenity impacts to an acceptable level.
- The site does not fall within any statutory environmental designation, and the one nearby heritage asset (the listed Mill, 109m to the north) is not harmed by the proposed use.
- The ClimateIndex™ flood risk rating reflects the low-lying nature of the South Lincolnshire fenland generally; however, the proposed use (vehicle storage) is one that is inherently adaptable to flood risk conditions, with the ability to rapidly move the vehicle fleet in the event of flood warnings.
- No contamination or ground stability issues present a constraint to the regularisation of the existing use.

It is therefore respectfully requested that South Holland District Council grants retrospective planning permission for the change of use of the application site from General Industrial (Use Class B2) to Storage and Distribution (Use Class B8), subject to any conditions the Local Planning Authority may consider necessary and proportionate.

Appendices

The following documents are submitted in support of this planning application:

- Appendix A: Site Location & Block Plans (Dwg N0. 210-01-LBP01)
- Appendix B: Google Historical Imagery
- Appendix C: Lot_1_666552 Planning Applications(72332153.1)
- Appendix D: Groundsure Screening Report (October 2024, Reference XP-MG-00666552_2906752)
- Appendix E: Traffic Commissioner Operator's Licence – Brylaine Travel Ltd
- Appendix F: Traffic Commissioner Operator's Licence – BMR Transport Ltd
- Appendix G: Traffic Commissioner Operator's Licence – C G Godfrey Ltd (revoked)