

Development Management Committee – 20th July 2026

Application Number: 25/01775/FUL

Proposal: Change of use of site to coach depot and workshop and erection of security fencing.

Location: Wansford Railway Station, Old Great North Road, Stibbington, Peterborough, PE8 6LR

Applicant: Mr Saj Mahmood

Agent: Tim Slater

Case Officer: Lewis Tomlinson

Parish: Sibson-cum-Stibbington

Reason for Referral: This application is referred to the Development Management Committee (DMC) as the Officer's recommendation is contrary to that of the Parish Council.

Committee Date: 20th July 2026

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: THAT THE HEAD OF PLANNING, INFRASTRUCTURE & PUBLIC PROTECTION BE GIVEN DELEGATED POWERS TO GRANT PERMISSION FOR THE DEVELOPMENT SUBJECT TO CONDITIONS

Proposal

Change of use of site to coach depot and workshop and erection of security fencing.

Consultations

The following consultees have raised **objections** to the application:

- Parish Council, Cllr Simon Bywater, Environmental Health, Conservation

The following consultees have raised **no objections** to the application:

- Highway Authority

3 letters of objection have been received, and 1 letter of support have been received.

Conclusion

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application details are:

- Principle of Development
- Design, Visual Amenity and Impact on Countryside and Heritage Assets
- Highway Safety
- Residential Amenity (Noise, Dust, Lighting etc)
- Contamination
- Ecology

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1 APPLICATION SITE AND LOCALITY

- 1.1 The site is located south of the village of Stibbington and immediately north of the Wansford Station. It therefore lies within the countryside. The site is the former station forecourt and railway buildings associated with a railway station building which is a Grade II Listed Building. The site is located west of the highway of Old Great North Road, to the rear of Railway Cottages (Nos 6, 10, 12, 18 and 20) which are Grade II Listed Buildings. To the south is the Former Station Building referred to above which is a Grade II Listed Building. Further south on Old Great North Road is a Signal Box and Viaduct which are both Grade II Listed Buildings. The wider area consists of the Nene Valley Railway (NVR) and Wansford Station. To the east of the site is the River Nene with the administrative boundary of Peterborough City Council. The site is within Flood Zone 1. There is some surface water flooding directing to the rear of the residential terrace, but no development is proposed in this area. The site fall within the Nen Valley Green Infrastructure Priority Area. There are no other site constraints.
- 1.2 The site consists of a brick-built building measuring 19.5m by 13.5m and an attached modern, portal framed, fibre cement clad building, measuring approx. 44m by 25m. Both buildings are attached and have an interconnecting doorway.
- 1.3 The site has historically been used as part of the Railway. The lawful use of the site is as confirmed by certificate 0503403CLED lawful development certificate

for 'Retention of use as haulage contractors storage and distribution yard, repair and reconditioning of commercial vehicles (workshop and paint store). Ancillary office accommodation.' The lawful use is therefore Haulage which is a Sui Generis use. This is a fall-back position and therefore a material planning consideration.

- 1.4 The site has been vacant following the departure of the previous site operator.

2 DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 The application seeks planning permission for the Change of use of site to coach depot and workshop and erection of security fencing.

- 2.2 The Planning Statement sets out the following:

Nationwide Coaches is a local company which is currently based in Bretton, Peterborough. The company is looking to move away from rented premises and has purchased the site with a view to operate from it as a permanent base for the operation of its coach fleet.

The company runs a fleet of coaches and mini busses. Current fleet of coaches and minibuses consist of:

- 2 x 16-seater
- 4 x 34-seater
- 5 x 49-seater
- 5 x 53-seater
- 4 x 70-seater

The vast majority of the company's work is in relation to school bus services to Cambridgeshire County Council and Peterborough City Council and these services are run through the established local authority contract agreements. And to this extent the operating times for 'normal' coach companies are not directly applicable as the typical operation cycle for the business is;

- Morning school run-leave at 07.30 return to base by 10.00 and leave at 14.00 and return to base by 16.30.
- Typically, on a school day there will be 15 coaches on the school run all doing a morning and afternoon route.
- The yard will only rarely operate at weekend on an ad hoc booking. The workshops are not proposed to operate at weekends.

The site will also accommodate the workshop and offices associated with the use with the buses being maintained on site in the exiting workshop. It is proposed that the site will also undertake repairs of the coaches operating from site such that the works shop is incidental to and integral to the overall coach depot use. Workshop hours are between 0800 and 1800.

The operation employs 20 people in total with 10 being full time and 10 part time. Of these employees-they are divided as set out below;

- 3 x Office management and admin
- 2 x Workshop
- 15 x Coach drivers

2.3 This application has been accompanied by the following:

- Planning, Design and Access Statement
- Preliminary Ecological Appraisal
- Heritage Impact Assessment
- Environmental Noise Impact Assessment
- Bat Emergence Survey

2.3 It came to light during the course of the application that the address/UPRN (Wansford Station) that the application was submitted under was incorrect. It should be Workshop north of Wansford Station with a different UPRN. Correct Unique Property Reference Numbers (UPRNs) ensure planning applications apply to the exact parcel of land and key in ensuring planning permissions are attached to the correct piece of land. This was corrected and a full 21 day re-consultation (parish and neighbour letters, site notice and press advert) was carried out on the correct site address.

3 RELEVANT PLANNING HISTORY

3.1 The following planning history is considered relevant to the current proposal:

- 24/01825/FUL - Re-construction of wall following accidental damage by vehicle – APPROVED
- 24/01826/LBC - Re-construction of wall following accidental damage by vehicle – APPROVED
- 23/01484/CLPD - Lawful Use Certificate to establish that industrial (B2) uses of the buildings shown on drawing number CP/AF/CLU/02 and identified as Building A and B is lawful - REFUSED.
- 23/01338/CLED - Lawful Use Certificate to establish that industrial (B2) uses of the buildings shown on drawing number CP/AF/CLU/02 and identified as Building A and B is lawful. REFUSED.
- 22/02246/FUL - Erection of first floor infill extension (Retrospective) - Approved.
- 20/00786/FUL - Change of use of buildings to accommodate a biofuel production unit (B2 use) and retention of existing haulage and distribution use within surrounding yard -Appeal against non-determination dismissed.
- 0503403CLED - Retention of use as haulage contractors storage and distribution yard, repair and reconditioning of commercial vehicles (workshop and paint store). Ancillary office accommodation - Approved.

4 RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

- 4.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development that affects the setting of a listed building or its setting to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

National Policy and Guidance

- 4.3 The National Planning Policy Framework (December 2024) (NPPF 2024) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2024 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'
- 4.4 The NPPF 2024 sets out the Government's planning policies for (amongst other things):
 - achieving sustainable development;
 - delivering a sufficient supply of homes;
 - building a strong, competitive economy;
 - promoting healthy and safe communities;
 - promoting sustainable transport;
 - making effective use of land;
 - achieving well-designed places;
 - meeting the challenge of climate change, flooding and coastal change;
 - conserving and enhancing the natural environment.
- 4.5 Planning Practice Guidance and the National Design Guide are also relevant and material considerations.
- 4.6 For full details visit the government website: <https://www.gov.uk>

Local Planning Policies

- 4.7 Huntingdonshire's Local Plan to 2036 (Adopted May 2019):
 - LP1: Amount of Development
 - LP2: Strategy for Development
 - LP3: Green Infrastructure
 - LP4: Contributing to Infrastructure Delivery
 - LP5: Flood Risk
 - LP6: Waste Water Management
 - LP9: Small Settlements

- LP11: Design Context
- LP12: Design Implementation
- LP14: Amenity
- LP15: Surface Water
- LP16: Sustainable Travel
- LP17: Parking Provision and Vehicle Movement
- LP19: Rural Economy
- LP30: Biodiversity and Geodiversity
- LP31: Trees, Woodland, Hedges and Hedgerows
- LP33: Rural Buildings
- LP34: Heritage Assets

Supplementary Planning Documents (SPD) and Guidance

- 4.8 Huntingdonshire Design Guide SPD (2017)
 Cambridgeshire Flood and Water SPD (2017)
 Huntingdonshire Landscape and Townscape SPD (2022)
 Huntingdonshire Strategic Flood Risk Assessment (2024)
 Environmentally Sustainable Design and Construction SPD (2025)

Local policies and guidance are viewable at: <https://huntingdonshire.gov.uk>

RESPONSE TO CONSULTATION

- 4.3 Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website.

Consultee Name	Position	Comment
Sibson-cum-Stibbington Parish Council	Object	This site is inappropriate for the use being applied for, together with the fact that there is not enough information regarding this application including the noise pollution that will be caused, together with pollution from 18 buses, and 15 cars on a daily basis, operating for some 15 hours daily. The movement of some 18 buses and other vehicles between the hours of 6am and 9pm will cause considerable noise, together with air pollution directly behind residential properties. The erection of a metal security fence, plus the bulk of coaches, workshops and other machinery is not in keeping with these listed Grade II cottages or the surrounding area. The contamination to land, together with the waste disposal, contamination of soil or

		watercourse could be highly damaging if not properly managed. Security lighting is also a major concern, and would cause considerable inconvenience directly behind residential houses. This area is also subject to flooding, which has not been addressed in the application. (Original comments) The residents adjacent to the site have endured years of upheaval due to the installation without permission of a Bio Fuel plant, which was removed after years of complaints both with the Environment Agency and HDC. Now they will have to endure Busses coming and going every day, from early in the morning until late evening. The surrounding roads were not built for heavy traffic such as busses and on Nene Valley active days it will be chaos for everyone concerned. I would also point out that access to the A1 is currently a one way system as the entry to the A1 turning right is currently closed, and again the only access will be past residents homes and an already busy Cafe. (Additional comments)
Cllr Simon Bywater	Object	1. Traffic, Access & Highway Safety • The proposed change of use to a coach depot implies significantly increased vehicle movements, including large vehicles entering and exiting. The local road network particularly the Old Great North Road near residential properties is not suited to the volume or size of such traffic, which would increase risk to other road users, pedestrians, especially children or vulnerable people and those visiting the Nene Valley Railway. • The access points proposed may not offer adequate visibility or turning space for large vehicles safely; increased manoeuvres could cause congestion or danger to traffic. • If parking and loading/unloading are insufficiently addressed, spillover onto neighbouring roads or footpaths may occur and further compromise safety. 2. Noise, Disturbance & Amenity Impacts • Workshops and coach maintenance are likely to cause noise, vibration, odours, and possibly emissions especially during

		early mornings, late evenings or weekends. This can adversely affect the amenity of nearby residents. • Security fencing might reduce natural surveillance but may increase light pollution from any security lighting and exacerbate the perception of industrial activity and its associated disruption. 3. Visual Impact / Character of the Area • The erection of metal security fencing, plus the visual bulk of coaches, workshops, and associated paraphernalia, may be visually intrusive. • The character of the surroundings homes is peaceful, semi-rural; a coach depot and workshop is a commercial/industrial use which may be materially discordant with neighbouring land uses. 4. Environmental & Pollution Concerns • Potential for air pollution from diesel vehicles and emissions from workshop operations (e.g. paints, solvents) which could harm local air quality and health. • Noise pollution, as noted, from engines, machinery, movement of coaches. • Runoff, waste disposal, contamination of soil or watercourses if not properly managed. 5. Security & Lighting • Security fencing often comes with lighting/security equipment. Inappropriate or excessive lighting may lead to light spill, glare, and intrusion into neighbouring properties, affecting night-time amenity. • No details appear to be provided (or adequate) about how lighting will be controlled (hours, direction, intensity). 6. Planning Policy Conflict • The proposal may conflict with Local Plan policies about land use, especially if the site is designated for other purposes (e.g. residential, greenbelt, amenity, mixed use) or in a sensitive area. It would be helpful to see where coach depots/workshops are allowed in the Local Plan.
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		- The development should be judged against the NPPF, especially sections on thriving places, improving amenity, ensuring safe access, protecting the local environment. 7. Lack of Sufficient Information - The application appears to omit or inadequately address measures for mitigating adverse impacts (e.g. noise attenuation, hours of operation, lighting specification). - Also lacking clarity on waste management, drainage, landscaping or screening to reduce the visual impact or noise exposure. Conclusion Given the potentially harmful impacts on residential amenity, highway safety, environment, and the character of the area and given that many of these impacts could likely be mitigated only with conditions that are not currently adequately specified I consider the application to be unacceptable.
Cambridgeshire County Council Highway Authority	No objection.	Recommends condition to limit number of coaches on the site.
Conservation Team	Object	Setting of the Listed Buildings would be harmed through the parking of multiple vehicles, the harm caused by the palisade fence can not be assessed due to insufficient and inaccurate drawings and the use of the site in this way would prevent the reconstruction of the listed gate piers and walls. Therefore amounting to a high level of less than substantial harm.
Environmental Health Team	Object	Do not support any night time operations (6am-7am).

5 RESPONSE TO PUBLICITY

Below is a summary of the third party and neighbour responses received at the time of writing this report.

5.1 There have 3 number of objections/letters of support raising the following comments:

- Incorrect address on application

- Incorrect numbering of cottages on site plans/associated documents.
- Proposed sound barrier would conflict with access to rear of the residential terrace
- Noise assessment is insufficient
- No noise mitigation for side of No.6
- Access to No.6 front door would result in conflict
- No.6 parking has been allowed to occur
- Inconsiderate behaviour of owners/contractors
- Previous damage to property and the wall
- Environmental impact of vehicles and contamination
- Surface level consideration of concerns
- General noise and disturbance from the proposed use
- Traffic and access is unsafe
- Heritage impact upon the setting of the Listed Buildings
- Impact of floodlighting on the residential terrace

5.2 1 letter of support has been received for the application outlining that the site has a long standing use of HGV and this proposed use will have less of an impact than existing uses.

6 APPRAISAL

Principle of Development

- 6.1 The application seeks planning permission for the change of use of the site to coach depot and workshop and erection of security fencing.
- 6.2 In order to understand whether the proposed change of use is acceptable, the existing use must be considered.
- 6.3 Most recently, the site was used by Pure Fuels Ltd. Following an enforcement investigation, it was considered that the proposed uses of the site by Pure Fuels Ltd would require planning permission to alter from the specific uses that were quoted in the 0503403CLED lawful development certificate for 'Retention of use as haulage contractors storage and distribution yard, repair and reconditioning of commercial vehicles (workshop and paint store). Ancillary office accommodation.)'.
- 6.4 An application was invited (on a non-prejudicial basis) so that the creation of a new specific sui-generis use of the site could be assessed.
- 6.5 Application 20/00786/FUL was subsequently received, which sought planning permission for a change of use of buildings to accommodate a biofuel production unit (B2 use) and retention of existing haulage and distribution use within surrounding yard. This was appealed against non-determination and was dismissed by a Planning Inspector.
- 6.6 That use associated with Pure Fuels Ltd has since ceased on the site.

The existing lawful use of the site is as confirmed by certificate 0503403CLED lawful development certificate for 'Retention of use as haulage contractors storage and distribution yard, repair and reconditioning of commercial vehicles (workshop and paint store). Ancillary office accommodation.' The lawful use is therefore Haulage which is a Sui Generis use. This is a fall-back position and therefore a material planning consideration.

- 6.7 This means that the lawful use of the site is a form of commercial use.
- 6.8 It is important to note that the lawful use of the site was confirmed through a lawful development certificate, not a planning application. A lawful development certificate is a legal test of evidence, a matter of fact and degree when considering the lawful use of land. It does not assess the impact of a development, nor can it control the development through the use of planning conditions. Certificate 0503403CLED therefore does not have any control or restrictions on it. This includes no restrictions on operational hours or number of vehicles. This certificate (0503403CLED) is a material consideration and forms a baseline for assessing the proposed change of use.
- 6.9 The Council did serve a Noise Abatement Notice on the previous landowners/operators requiring them to restrict vehicle movements, maintenance, loading/unloading and refuelling of HGV's to between the hours 07:00 to 23:00 daily. This is discussed in further detail in the Residential Amenity – Noise section below.
- 6.10 The proposed use of the site as a coach depot and workshop is considered to be comparable in principle to the lawful use of the site.
- 6.11 Policy LP2 (Strategy for Development) of the Huntingdonshire Local Plan to 2036 (the Local Plan) sets out the overarching development strategy for Huntingdonshire through the plan period. The main objectives are:
- Concentrate development in locations which provide, or have the potential to provide, the most comprehensive range of services and facilities;
 - Direct substantial new development to two strategic expansion locations of sufficient scale to form successful, functioning new communities;
 - Provide opportunities for communities to achieve local development aspirations for housing, employment, commercial or community related schemes;
 - Support a thriving rural economy;
 - Protect the character of existing settlements and recognise the intrinsic character and beauty of the surrounding countryside;
 - Conserve and enhance the historic environment; and
 - Provide complementary green infrastructure enhancement and provision to balance recreational and biodiversity needs and to support climate change adaptation.
- 6.12 The site is situated within the Green Infrastructure Priority Area – Nene Valley Landscape Character Area – as defined by Huntingdonshire's Local Plan to 2036 policy LP3 and the Local Plan Policies Map.

6.13 Policy LP3 (Green Infrastructure) states:

A proposal within the Ouse Valley Landscape Character Area, defined in the Huntingdonshire Landscape and Townscape Assessment Supplementary Planning Document will be supported where it contributes to the landscape, wildlife, cultural and historical value of the area.

6.14 Given that the site benefits from a lawful haulage use, and the proposal is for a change of use to a coach depot, and the fence/gate is replacing an existing fence/gate, the proposal is not considered to be contrary to Policy LP3.

6.15 The site is located in the countryside which means that Policy LP10 is relevant.

6.16 Policy LP10 (The Countryside) places significant restrictions on developments in such locations, referring to only “limited and specific opportunities as provided for in other policies of this plan” as being acceptable in principle. Policy LP10 requires all development in the countryside to:

- (a) seek to use land of lower agricultural value in preference to land of higher agricultural value:
 - (i) avoiding the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a) where possible, and
 - (ii) avoiding Grade 1 agricultural land unless there are exceptional circumstances where the benefits of the proposal significantly outweigh the loss of land;
- (b) recognise the intrinsic character and beauty of the countryside; and
- (c) not give rise to noise, odour, obtrusive light or other impacts that would adversely affect the use and enjoyment of the countryside by others.

6.17 In terms of Policy LP10 (a), the proposal would not result in the loss of any agricultural land given that the site is covered in hardstanding and existing built form. The site also benefits from a lawful haulage use. In terms of Policy LP10 (b) & (c), this is discussed in detail in the relevant sections below. To summarise, the proposed use must be assessed against the lawful haulage use. Overall, it is considered to have either less or comparable impact. The proposal would therefore comply with the aims of Policy LP10 (b) & (c).

6.18 As the site is located within the countryside, local plan policy LP19 (Rural Economy) is relevant here. The aim of Policy LP19 is to promote a vibrant rural economy within the district's extensive countryside to support businesses with a genuine need to be located in the countryside. Policy LP19 states a proposal for new business development will be supported where it involves the reuse or replacement of existing buildings as set out in policy LP 33 'Rural Buildings'.

6.19 As outlined above, the lawful use of the site is haulage which is considered to be a form of commercial use. This application also seeks to reuse brownfield

land and derelict buildings as part of the proposed use and is therefore considered consistent with the aims of Policy LP19.

- 6.20 Taking all the above into account, especially the fact that the site benefits from a lawful existing haulage (Sui Generis) use, the proposed coach depot use is considered acceptable in principle subject to the other material planning considerations discussed below.

Design, Visual Amenity and Impact on Countryside and Heritage Assets

- 6.21 As outlined above, the site is located within the countryside. The site is the former station forecourt and railway buildings associated with a railway station building which is a Grade II Listed Building. The buildings in question are located west of the highway of Old Great North Road, to the rear of Railway Cottages (Nos 6, 10, 12, 18 and 20) which are Grade II Listed Buildings. The Conservation Team have also advised that the buildings on the application site could be considered to be curtilage listed also. However, on review of the planning history for the site including the recent appeal decision, this is not a stance that the LPA or the Planning Inspectorate has taken before.
- 6.22 The application seeks planning permission for the change of use of the site to a coach depot and workshop, including the erection of security fencing. No works to the buildings are proposed within this application.
- 6.23 Policy LP10 (The Countryside) places significant restrictions on developments in such locations, referring to only "limited and specific opportunities as provided for in other policies of this plan" as being acceptable in principle. Policy LP10 requires all development in the countryside to:
- (b) recognise the intrinsic character and beauty of the countryside;
- 6.24 Policies LP11 and LP12 of the Huntingdonshire Local Plan to 2036 state that developments should respond positively to their context, draw inspiration from the key characteristics of its surroundings and contribute positively to the area's character and identity.
- 6.25 The site is the former station forecourt and railway buildings associated with a railway station building which is a Grade II Listed Building. The site is located west of the highway of Old Great North Road, to the rear of Railway Cottages (Nos 6, 10, 12, 18 and 20) which are Grade II Listed Buildings. To the south is the Former Station Building referred to above which is a Grade II Listed Building. Further south on Old Great North Road is a Signal Box and Viaduct which are both Grade II Listed Buildings.
- 6.26 Section 66 of the Planning (LBCA) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the

desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

- 6.27 Paragraph 212 of the NPPF advises that when considering the impact of a proposed development on the significance of designated heritage assets, great Weight should be given to their conservation. Paragraph 213 goes on to advise that significance can be harmed or lost through development within its setting and that this should have clear and convincing justification.
- 6.28 Policy LP34 of the Huntingdonshire Local Plan to 2036 aligns with the above.
- 6.29 The Conservation Team have objected to the application on the basis that the setting of the Listed Buildings would be harmed through the parking of multiple vehicles, the harm caused by the palisade fence cannot be assessed due to insufficient and inaccurate drawings and the use of the site in this way would prevent the reconstruction of the listed gate piers and walls. Therefore, amounting to a high level of less than substantial harm.
- 6.30 Cllr Simon Bywater and the Parish Council have also objected to the visual impact of the erection of metal security fencing, plus the visual bulk of coaches, workshops, and associated paraphernalia.
- 6.31 As outlined above, the existing lawful use of the site is as confirmed by certificate 0503403CLEd lawful development certificate for 'Retention of use as haulage contractors storage and distribution yard, repair and reconditioning of commercial vehicles (workshop and paint store). Ancillary office accommodation.' The lawful use is therefore Haulage which is a Sui Generis use.
- 6.32 There are no restrictions on the lawful development certificate in terms of the number of vehicles.
- 6.33 The site can therefore be lawfully used for the parking of large vehicles such as HGV's. The buildings on the site can also lawfully be used as a workshop, paint store and office. This certificate (0503403CLEd) is a material consideration and forms a baseline for assessing the proposed change of use.
- 6.34 Given the lawful use of the site, Officers therefore do not consider the parking of coaches on the site nor the use of the building as a workshop could be considered harmful to the setting of the Listed Buildings or the character of the area.
- 6.35 In terms of the proposed security fencing, historically there has been security fencing and a gate on the site. The application proposes to upgrade this with a

larger version. Whilst such fencing is expected with a commercial use especially where vehicles are to be parked for security reasons, the increased size and nature of the fencing and gate would have a negative impact upon the setting of the Listed Buildings and the character of the area. Officers therefore agree with the Conservation Team that this element of the proposal would result in a level of less than substantial harm to the setting of the Grade II Listed Buildings - Railway Cottages (Nos 6, 10, 12, 18 and 20) and the Former Station Building.

- 6.36 Paragraph 215 outlines Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.37 In accordance with Local Plan Policy LP34 and paragraph 206 of the NPPF 2023, where there would be less than substantial harm to heritage assets, there is a requirement for this to be balanced against the public benefits of the scheme. The balancing exercise has been carried out at the end of this report.
- 6.38 The submitted Environmental Noise Impact Assessment outlines that a noise barrier of at least 2m is required on the eastern boundary of the site. Given the lawful use of the site and the potential negative impact of such a structure upon the setting of the Listed Buildings, as well as potential conflict with access to the rear gardens for the residential terrace, Officers do not consider this appropriate and therefore no noise barrier is sought in this instance. This is discussed in further detail below in the Residential Amenity – Noise section.
- 6.39 The proposed site plan and documents also show that the proposal includes the reinstatement of the gate pillars. No information has been provided with this application in relation to that. Officers are mindful that Planning permission and Listed Building Consent was granted under references 24/01825/FUL and 24/01826/LBC for those works. Conditions were imposed on those consents setting out that the development permitted shall be begun before the expiration of 18 months from the date of those permissions. The permissions were issued on 14th March 2025, and the works therefore should be begun before the 14th September 2026.
- 6.40 Overall, the proposal is considered to be acceptable in regard to the impact on the character of the area and the countryside in accordance with policies LP10, LP11 and LP12 of the Local Plan.

Highway Safety

- 6.41 Local Plan Policy LP16 sets out that a proposal will be supported where it's likely transport impacts have been assessed and safe physical access from the

public highway can be achieved. Local Plan LP17 seeks to ensure that new development incorporates appropriate space for vehicle movements, facilitates access for emergency vehicles and service vehicles and incorporates adequate parking for vehicles and cycles.

- 6.42 The Highway Authority has been consulted as part of the application process.
- 6.43 As the Highway Authority has correctly laid out, the NPPF paragraph 116 states 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.
- 6.44 As outlined above, the site benefits from a lawful haulage use. This is a fall-back position and therefore a material planning consideration.
- 6.45 The Highway Authority had advised the access is acceptable for coaches exiting/entering the access in a tidal scenario. However, other uses of the site within the Sui Generis class may not be acceptable due to vehicles sizes and/or the nature of the movements. Therefore, the Highway Authority recommends the conditioning of a management plan for the vehicle use to ensure that the site can only be used as detailed in the Planning, Design and Access Statement and that further permission would be required for any increase in the numbers of coaches on the site which may affect the turning within the site.
- 6.46 Officers agree that such a condition would be necessary and therefore this is recommended.
- 6.47 The existing Traffic Regulation Order (TRO) provides adequate space for vehicles to manoeuvre into and out of the access although it is accepted that it is a time limited restriction and vehicles are able to park on it until 8am. However, should a large vehicle be parked on it, a competent coach driver should still be able to exit the site. The Highway Authority has advised that the tracking on Drawing F011-DR-A04 Proposed Site Plan appears to be acceptable. It indicates that the body of a coach entering the site from the north west would partially over-sail a small area of grass verge which we do not consider is a safety concern in this location. Although the radii and width of the access are not adequate for a coach and a car to pass in in it, if a car is approaching to turn into the access whilst a coach is exiting or vice versa, there is adequate visibility onto the access such that the vehicle would not start to turn into the access and then have to reverse back onto the carriageway. In addition, it is not considered to be un-safe for a vehicle to wait in the carriageway in this location as there is adequate forward visibility and relatively low vehicle volumes. It is acknowledged that the area is busy at the Nene Valley Railway (NVR) peak visitor times and that visitors to the NVR contravene the TRO and park on the grass verge. However, this is generally at weekends and school holidays and the Planning, Design & Access Statement indicates that the coaches would be predominantly used on week days in term time. Huntingdonshire District Council, who undertake on-street parking enforcement, are able to deal with any drivers contravening the TRO.

- 6.48 The concerns raised by interested parties regarding the access arrangements are noted. However, it is an existing access and the site benefits from a lawful haulage use.
- 6.49 Therefore, with consideration given to the recommendations of the Local Highway Authority, it is considered the proposed developments impacts on highway safety and parking provision would be acceptable, and in accordance with policies LP16 and LP17 of the Local Plan.

Residential Amenity

- 6.50 Policy LP14 of the Local Plan to 2036 states a proposal will be supported where a high standard of amenity is provided for all users and occupiers of the proposed development and maintained for users and occupiers of neighbouring land and buildings.
- 6.51 Given that the proposal seeks permission for a change of use, the main considerations in respect of impact on residential amenity relates to noise, odour and light.

Noise

- 6.52 The nearest residential properties are the Railway Cottages (Nos 6, 10, 12, 18 and 20) located immediately to the east of the yard and immediately to the south of the site access onto Great North Road.
- 6.53 The application is supported by an Environmental Noise Impact Assessment.
- 6.54 The Environmental Health Team have been consulted as part of the assessment and have reviewed the submitted document.
- 6.55 The noise impact assessment has considered three potential noise sources, namely; vehicles arriving and departing from the site, vehicles idling in the south-west section of the site and noise from within the workshop building, and has then considered how these noise sources would affect the local residents adjoining the eastern site boundary. The assessment includes the measurement of background sound levels during the daytime period when the depot would be operational between 07:00 – 21:00, and during the night time period when the coaches would arrive/depart/idle between 06:00 – 07:00. The site noise was modelled based on one hour of typical activity: 14 coaches arriving/departing, 8 coaches idling in the south-western section and servicing/repair tasks being undertaken within the workshop. The model for the nighttime period of operation between 6-7am was similar but with just 8 coaches arriving/departing, 8 idling vehicles and with no workshop activity. The sound level of the specific activities was predicted to be about the same as the existing background sound level so was deemed to be acceptable.
- 6.56 The Environmental Health Team have raised concern that the Noise Assessment has only considered the western façade of the residential terrace not the northern façade where the coaches would arrive/depart within a metre or so of the bedroom windows 8 times between 6-7am during the night time

period when it is expected residents to be sleeping. Furthermore, the arrival of cars passing the northern residential façade have not been considered. Even without the benefit of an assessment, sleep disturbance would be inevitable. The Environmental Health Team cannot therefore support the proposal to operate during nighttime hours (6-7am).

- 6.57 Further comments have been received from the Environmental Health Team outlining that the Council served a Noise Abatement Notice on the previous landowners/operators requiring them to restrict vehicle movements, maintenance, loading/unloading and refuelling of HGV's to between the hours 07:00 to 23:00 daily.
- 6.58 Whilst the site is no longer in the same ownership and the application seeks a change of use to a coach depot, the Noise Abatement Notice is a material planning consideration.
- 6.59 For these reasons, night-time operations on the site are not considered to be acceptable. Officers therefore recommend an operation time restriction condition of 7am-9pm to protect the residential amenity of the neighbouring properties.
- 6.60 Regarding daytime operations, the noise impact assessment has considered the sound of 8 coaches idling in the south-western section of the site. The noise model shows a level of between 65 and 99dB(A) in this area and is clearly the main noise source. If these coaches were to be located anywhere else on the site, this would significantly affect the noise impact on the residents. It is therefore important to restrict the idling to the area to the south-west of the workshop (coach depot) and to 8 coaches maximum. The assessment has not considered any idling coaches along the southern edge of the workshop, so this area should not be used to idle coaches. Officers therefore recommend a condition to secure this.
- 6.61 The proposed workshop hours are between 08:00 and 18:00 between Monday and Friday while not operating during the weekend or bank holidays which is considered acceptable and could be conditioned. For the purpose of the noise impact assessment, it was assumed that the workshop roller shutter doors were open. However, it would be good practice to require these to be closed as much as possible to limit potential noise, only opening them to allow for vehicle access. A condition is also recommended to secure this.
- 6.62 As discussed above, the proposed 2m acoustic fence bordering the neighbour's gardens would introduce conflict for access to the rear gardens of the residential terrace as well as potential visual impact upon the heritage assets. Taking this into consideration, as well as the lawful use of the site, and being mindful of the above conditions which seek to limit noise through other careful management of the site, the acoustic fence is not sought in this instance.
- 6.63 Noting the lawful use of the site and subject to the above recommended conditions and restrictions, the proposal is considered to be acceptable in terms of noise in accordance with policy LP14 of the Local Plan.

Odour

- 6.64 The Environmental Health Team have raised no concern in relation to odour subject to a condition ensuring no paint spraying and no fires on the site.

Light

- 6.65 No information regarding proposed lighting has been submitted with the application. However, from a site visit, Officers did note there was lighting already on the buildings. A condition requiring details of lighting to be submitted for approval prior to installation or the use of any existing lights is therefore recommended to ensure the amenity of neighbouring properties is protected.

Dust

- 6.66 The Environmental Health Team have advised the south-west section of the site is laid to crushed hardcore/gravel which could produce hazardous dust entrainment during the dry weather. It would be best practice to have a smooth, sealed surface like asphalt, concrete or well-compact tarmac. This would also help to control accidental spillages by means of a drainage system with interceptor, to reduce contamination of the ground or pollution of groundwater. However, given the lawful fall-back use of the site, this condition is not considered to be reasonable.

Contamination

- 6.67 Considering the previous use of the site as a rail and vehicle depot, with no barrier to prevent contaminants from entering the ground or groundwater, it could be possible that this site has or is currently contaminating the land. A land contamination risk assessment (and if necessary a remediation strategy) is required prior to the change of use. Where it has been necessary to conduct land contamination remediation work, a remediation and verification report should be submitted to and agreed by the LPA prior to the undertaking of the new use. A condition is therefore recommended on this basis.

Biodiversity

- 6.68 Paragraph 187 of the NPPF (2024) states planning policies and decisions should contribute to and enhance the natural and local environment in a number of ways. Policy LP30 of the Local Plan to 2036 requires proposals to demonstrate that all potential adverse impacts on biodiversity and geodiversity have been investigated and ensure no net loss in biodiversity and provide a net gain where possible, through the planned retention, enhancement and creation of habitats and wildlife features, appropriate to the scale, type, and location of development.
- 6.69 The application is supported by a Preliminary Ecological Appraisal submitted originally and an Emergence and Activity Bat Survey submitted in May 2026.
- 6.70 The proposed development involves no new buildings and no changes to ground levels or drainage infrastructure. All access roads, parking areas, and

buildings are already in place, and no external alterations are proposed. The application is therefore not required to demonstrate Biodiversity Net Gain pursuant to the Environment Act 2021.

- 6.71 No bats were identified within the Emergence and Activity Bat Survey.
- 6.72 Given the information submitted with the application, it is considered the proposal would not result in an adverse impact upon local wildlife or protected species. It is also noted that no lighting is proposed as part of the application but a condition ensuring no additional lighting is installed or existing lighting is used without prior consent is recommended. Overall, the proposal accords with Local Plan Policy LP30 and Section 15 of the NPPF (2024).

Other matters

- 6.73 Neighbours have raised concerns that No.6 and other properties have been allowed to park adjacent to their properties in the past by previous site operators. This is a not planning matter, but something that the neighbours and site operator would need to discuss separately outside of the planning process.

Additional Duties

Public Sector Equalities Duties

- 6.74 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.
- 6.75 The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to:
- (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.76 Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised.

Human Rights

- 6.77 Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised. There may be implications under Article 1 (protection of property) and Article 8 (right to respect for private and family life) of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of

possessions; however, these issues have been taken into account in the determination of this application.

7 FINANCIAL CONSIDERATIONS

Community Infrastructure Levy (CIL)

- 7.1 The development may be CIL liable in accordance with the Council's adopted charging schedule; CIL payments will cover footpaths and access, health, community facilities, libraries and lifelong learning and education.

8 PLANNING BALANCE AND CONCLUSION

- 8.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, all planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 The site benefits from a lawful haulage and workshop use, and the proposal seeks to reuse existing buildings. The principle of development is therefore supported.
- 8.3 Subject to the recommended conditions, the proposal is considered to be acceptable in terms of residential amenity, highway safety, ecology and other matters.
- 8.4 In terms of the proposed security fencing, historically there has been security fencing and a gate on the site. The application proposes to upgrade this. Whilst such fencing is expected with a commercial use especially where vehicles are to be parked for security reasons, the increased size and nature of the fencing and gate would have a negative impact upon the setting of the Listed Buildings and the character of the area. Officers therefore agree with the Conservation Team that this element of the proposal would result in a level of less than substantial harm to the setting of the nearby Listed Buildings.
- 8.5 In accordance with Local Plan Policy LP34 and paragraph 215 of the NPPF, where there would be less than substantial harm to heritage assets, there is a requirement for this to be balanced against the public benefits of the scheme.
- 8.6 The proposal would reuse brownfield (previously developed) land and existing buildings to provide a commercial use. Weight should be afforded to this.
- 8.7 The proposal is for a coach depot for Nationwide Coaches that employs 20 people (10 part time, 10 full time). The company runs a fleet of coaches and mini buses that provide school bus services. The economic benefits associated with this use should be afforded weight.

- 8.8 It should be noted that not all proposed developments are entirely without harm or entirely without benefit. Therefore, in reaching a recommendation on the application, the potential harm of the development has been considered against the benefits of the proposed development. As set out above, the site benefits from a lawful haulage use. Different weight has been given to each material consideration to form the overall planning balance. Accordingly, the cumulative benefits of the proposed development would be of sufficient magnitude to outweigh the level of less than substantial harm found to designated heritage assets. Having regard to all relevant material considerations, it is therefore recommended that planning permission be granted.

9 RECOMMENDATION/CONDITIONS AND REASONS

- 9.1 Grant permission subject to conditions as set out below with delegated authority to the Head of Planning, Infrastructure & Public Protection to approve any amendments to conditions as deemed necessary.

Conditions (full wording)

Time Limit

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the approved plans listed in the table above.

Reason: For the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Maximum no. coaches/PCV's

3. There shall be no more than 20 coaches/Passenger Carrying Vehicles (PCV) on the site at any one time.

Reason: In the interests of highway safety and to ensure there is adequate space within the site for turning in accordance with Policies LP12 and LP17 of the Huntingdonshire Local Plan to 2036.

Operational hours

4. The depot shall not operate outside the hours of 07:00-21:00 Monday to Sunday, with the workshop only operating between the hours of 08:00-18:00 Monday to Friday (and not on Saturday, Sunday or bank holidays). The workshop doors (including the roller shutter door) shall be closed during workshop operational hours apart from when vehicles are exiting the workshop.

Reason: For the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

No idling vehicles in front yard section of the site

5. There shall be no vehicles idling with the front yard 25m Vehicle Turning Circle area of the site as shown on approved drawing no: F011-DR-A04 (Proposed Site Plan) at any time.

Reason: To protect the amenity of the adjoining properties in accordance with Policy LP14 of the Huntingdonshire Local Plan to 2036.

Vehicle reversing alarms

6. For any vehicles on the site the reversing alarms should be broadband only.

Reason: To protect the amenity of the adjoining properties in accordance with Policy LP14 of the Huntingdonshire Local Plan to 2036.

Paint spraying

7. There should be no paint spraying outside of the workshop building.

Reason: To protect the amenity of the adjoining properties in accordance with Policy LP14 of the Huntingdonshire Local Plan to 2036.

No fires

8. There should be no fires on the site.

Reason: To protect the amenity of the adjoining properties in accordance with Policy LP14 of the Huntingdonshire Local Plan to 2036.

Lighting

9. Prior to the installation of any new lighting or the use of any existing lights on the site, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include mounting height and location, luminaire product name/manufacture, tilt angle and operational details. The development shall be carried out in accordance with the approved scheme and retained as such thereafter.

Reason: To protect the amenity of the adjoining properties in accordance with Policy LP14 of the Huntingdonshire Local Plan to 2036.

Contamination

10.A. Site Investigation Information

The consented change of use shall not take place until an assessment of the nature and extent of contamination has been submitted to and approved by the local planning authority. This assessment must be undertaken by a competent person and shall assess any contamination on the site, whether or not it originates from the site. Moreover, it must include;

- (i) details of previous land uses;
- (ii) a site investigation survey of the extent, scale and nature of contamination;
- (iii) an assessment of the potential risks to;
 - a) human health,
 - b) property*,
 - c) adjoining land,
 - d) groundwaters and surface waters,
 - e) ecological systems and
 - f) archaeological sites and ancient monuments.

* Property (existing or proposed) includes buildings, crops, livestock, pets, woodland and service lines and pipes

B. Submission of Remediation Scheme

Where contaminated is found which poses unacceptable risks, as determined by the local planning authority in its response to (A), the consented change of use shall not take place until a detailed remediation scheme has been submitted to and approved by the local planning authority. The scheme shall include;

- (i) an options appraisal and remediation strategy;
- (ii) remediation objectives and remediation criteria;
- (iii) remediation works to be undertaken and the order in which the works will be progressed;
- (iv) a verification scheme providing details of the data that will be collected in order to demonstrate that the works set out in (iii) have been completed and identifying any requirements for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action.

The scheme should be designed to ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use.

C. Implementation of Approved Remediation Scheme

Where a detailed remediation scheme has been required and approved under (B), the consented change of use shall not take place in the area that has been identified in the scheme as being subject to contamination until the approved scheme has been implemented and the verification report, including the results of sampling and monitoring carried out in accordance with the approved verification scheme to demonstrate that the site remediation criteria have been met, has been submitted to and approved by the local planning authority. The report shall, if required by the local planning

authority, also include a reassessment of the long-term monitoring of contaminant linkages, maintenance and arrangements for contingency action. The long-term monitoring and maintenance proposals shall be implemented as finally approved.

D. Reporting of Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site;

(i) it shall be reported in writing to the local planning authority within 1 working day;

(ii) no further development (unless otherwise agreed in writing by the local planning authority) shall be carried out until site investigations have been undertaken and a remediation strategy has been submitted to and approved in writing by the local planning authority detailing how this unsuspected contamination will be dealt with;

(iii) the remediation strategy shall be implemented as approved;

(iv) no occupation of any part of the permitted development identified in the remediation strategy as being affected by the previously unidentified contamination shall take place until;

a) the approved scheme has been implemented in full and any verification report required by the scheme has been submitted to and approved in writing by the local planning authority;

b) if required by the local planning authority, any proposals for long-term monitoring of contaminant linkages, maintenance and arrangements for contingency action have been submitted to and approved in writing by the local planning authority.

(v) the long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that before development commences, risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems in accordance with Policies LP14 and LP37 of the Huntingdonshire Local Plan to 2036.

From: [Clerk](#)
To: [DMAdmin](#)
Subject: Re: Planning Permission Consultation - Wansford Railway Station Old Great North Road Stibbington (ref 25/01775/FUL)
Date: 01 October 2025 11:35:13

Sibson-cum-Stibbington Parish Council OBJECT to this proposal, for the following reasons.

This site is [REDACTED] inappropriate for the use being applied for, together with the fact that there is not enough information regarding this application including the noise pollution that will be caused, together with pollution from 18 buses, and 15 cars on a daily basis, operating for some 15 hours daily.

The movement of some 18 buses and other vehicles between the hours of 6am and 9pm will cause considerable noise, together with air pollution directly behind residential properties.

The erection of a metal security fence, plus the bulk of coaches, workshops and other machinery is [REDACTED] not in keeping with these listed Grade II cottages or the surrounding area.

The contamination to land, together with the waste disposal, contamination of soil or watercourse could be highly damaging if not properly managed. Security lighting is also a major concern, and would cause considerable inconvenience directly behind residential houses.

This area is also subject to flooding, which has not been addressed in the application.

[REDACTED]
Chairman- Sibson-cum-Stibbington Parish Council
For

Clerk
Sibson-cum-Stibbington Parish Council.

From: Dmadmin@huntingdonshire.gov.uk <Dmadmin@huntingdonshire.gov.uk>
Sent: Thursday, September 18, 2025 4:07 pm
To: Clerk@stibbington.org.uk <Clerk@stibbington.org.uk>
Subject: RE: Planning Permission Consultation - Wansford Railway Station Old Great North Road Stibbington (ref 25/01775/FUL)

Dear Parish Clerk,

Please find correspondence from Development Management at Huntingdonshire District

Council

attached to this email in relation to the following application for planning permission.

Proposal: Change of use of site to coach depot and workshop, and erection of security fencing

Site Address: Wansford Railway Station Old Great North Road Stibbington

Reference: 25/01775/FUL

Opting out of email correspondence

We are continually striving to improve the service we deliver to our customers. As part of this we are now contacting our customers by email where possible in an effort to provide a faster, more efficient service.

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We will only contact you via email when you have already contacted us in relation to this specific application (or one directly related to it) and provided your email address as a contact - we will not transfer your contact details between unrelated applications.

If you have any doubts or concerns relating to this email please contact us directly, our contact details are provided below.

Development Management
Huntingdonshire District Council

T: 01480 388388

E: dmadmin@huntingdonshire.gov.uk

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To: [DevelopmentControl](#)
Subject: Planning Application 25/01775/FUL
Date: 26 June 2026 09:23:30

Sibson-cum-Stibbington Parish Council wish to object to the above Application and the proposal for a "Bus Depot" on this site.

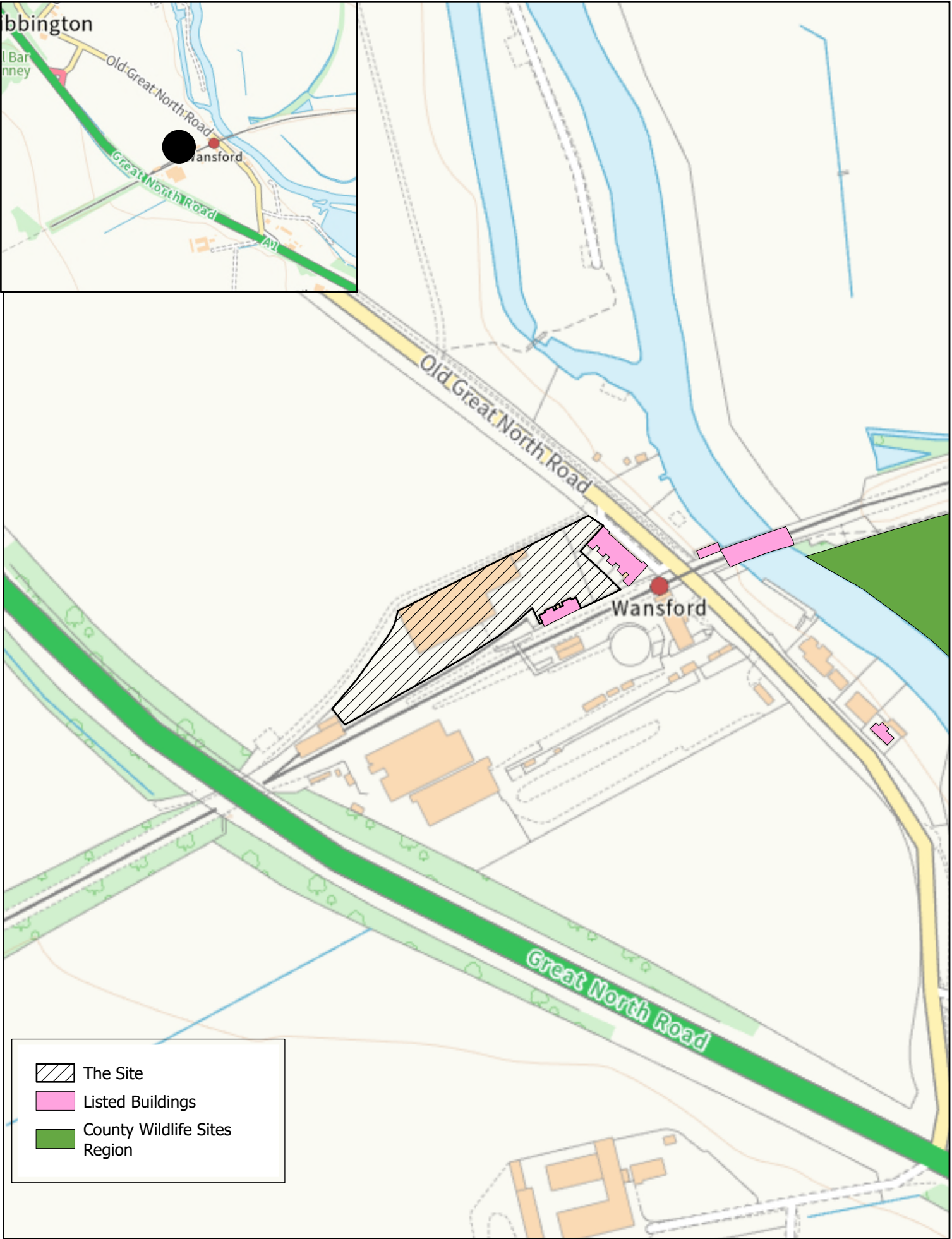
The residents adjacent to the site have endured years of upheaval due to the installation without permission of a Bio Fuel plant, which was removed after years of complaints both with the Environment Agency and HDC.

Now they will have to endure Busses coming and going every day, from early in the morning until late evening. The surrounding roads were not built for heavy traffic such as busses and on Nene Valley active days it will be chaos for everyone concerned.

I would also point out that access to the A1 is currently a one way system as the entry to the A1 turning right is currently closed, and again the only access will be past residents homes and an already busy Cafe.


Chairman
Sibson-cum-Stibbington Parish Council.

Sent from my iPad



All work to be undertaken in accordance with any Planning Approvals, Building Regulations Approvals and Party Wall Awards, if applicable. Any work undertaken before approval is granted, before conditions are discharged or Party Wall agreements issued, is at your own risk.

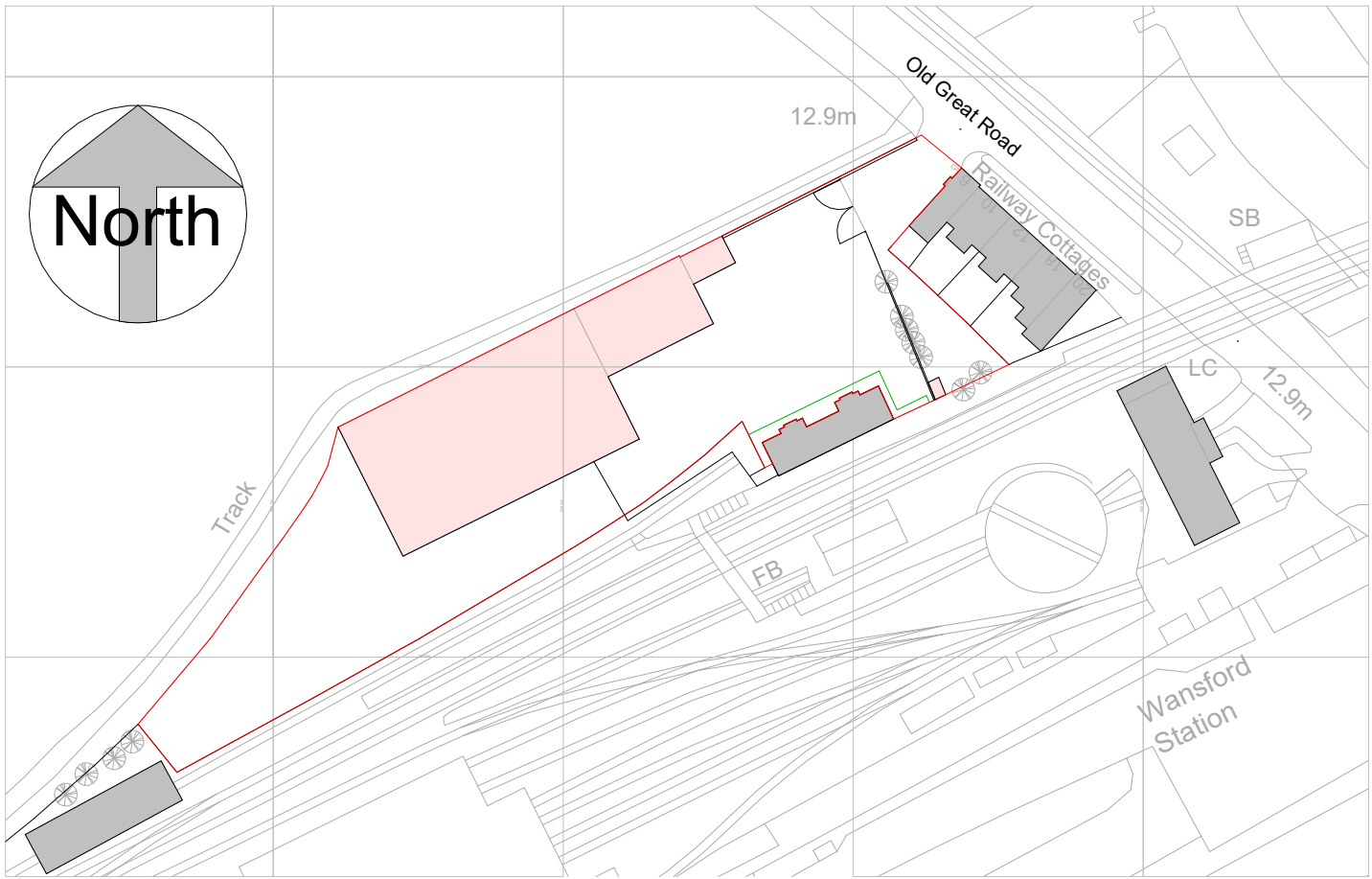
All materials to be used in accordance with the manufacturer's instructions and the appropriate British Standards.

Workmanship shall comply with the appropriate British Standard and Building Regulation 7. Work that does not comply shall be removed and completed again at the contractor's cost.

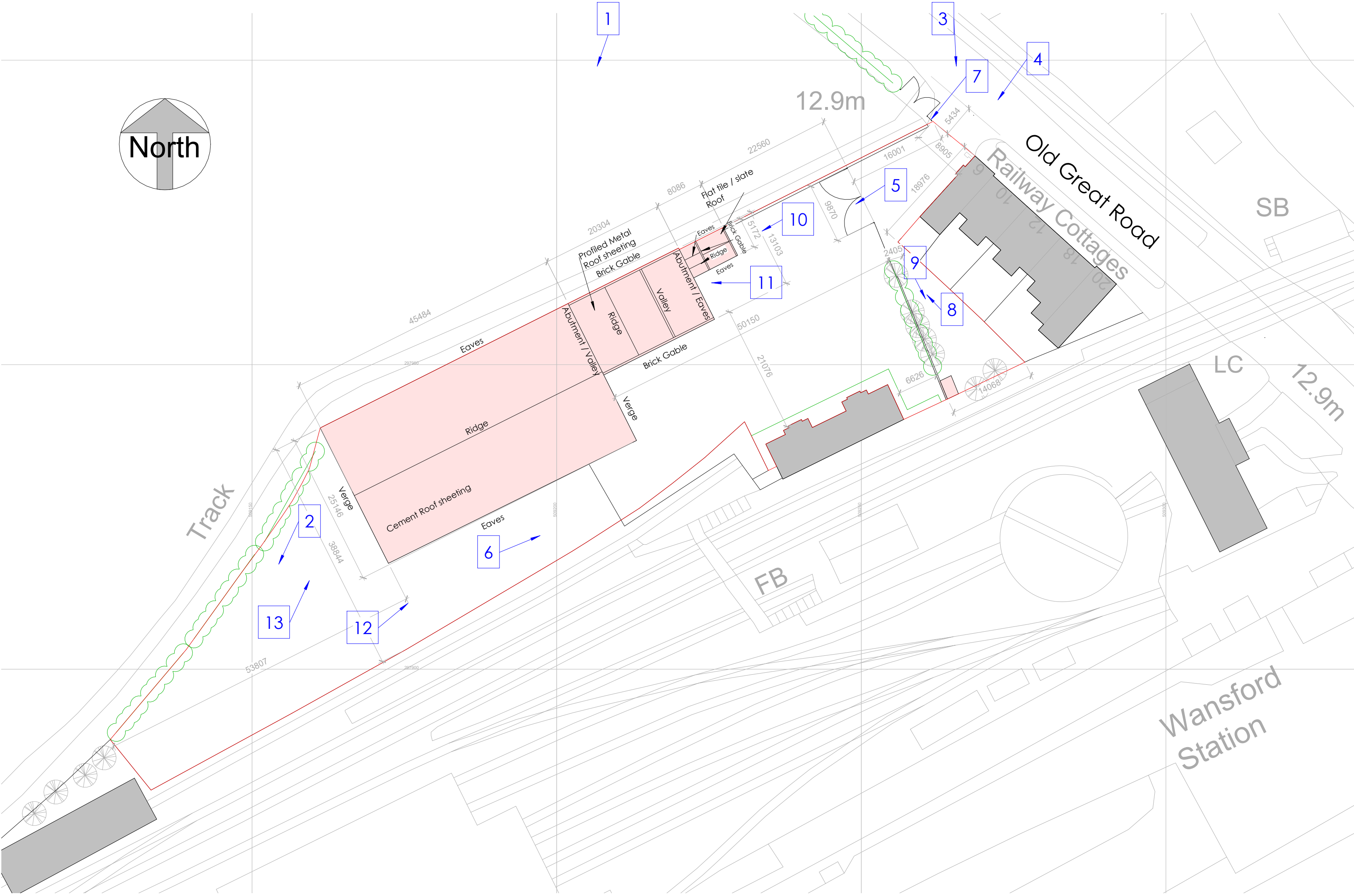
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The Contractor shall undertake all works in accordance with the CDM Regulations, produce a Construction Phase Plan, and notify the HSE where appropriate. This applies to all projects including domestic extensions.

2 Numbers relate to existing site photographs.
See Drawing F011-ASD-DR-A03



Location Plan
1 : 1250



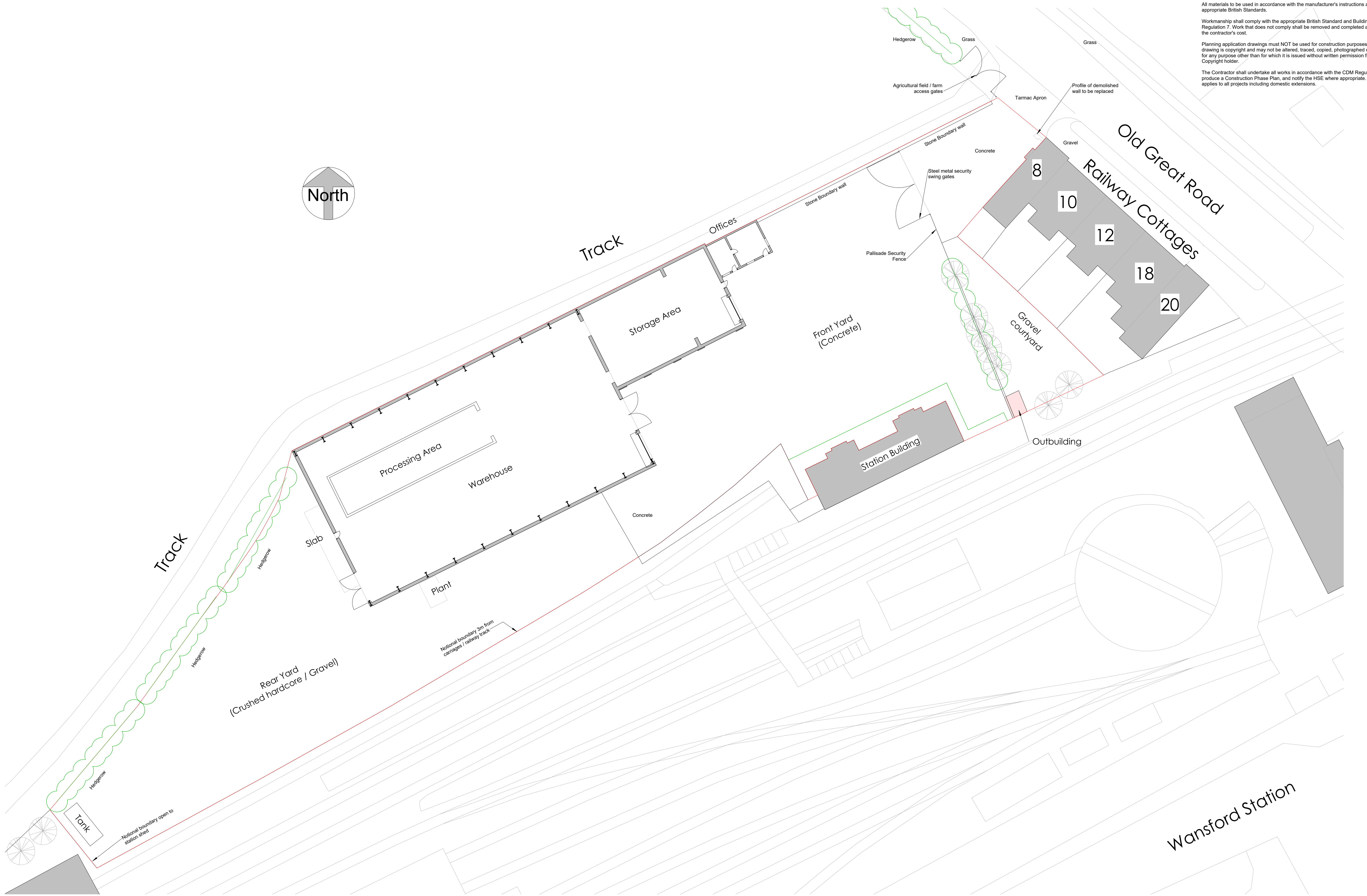
Existing Block Plan
1 : 500

No.	Description	Date

Date drawn	27/08/2025
Date revised	
Drawn by	PM
Paper size	A1
Scale	As indicated

Haulage Yard, Wansford Station, Stibbington, Peterborough, PE8 6LR
Planning Change of Use from Haulage Yard to Coach Depot

Existing Location and Block Plans
F011- DR-A01



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All materials to be used in accordance with the manufacturer's instructions and the appropriate British Standards.

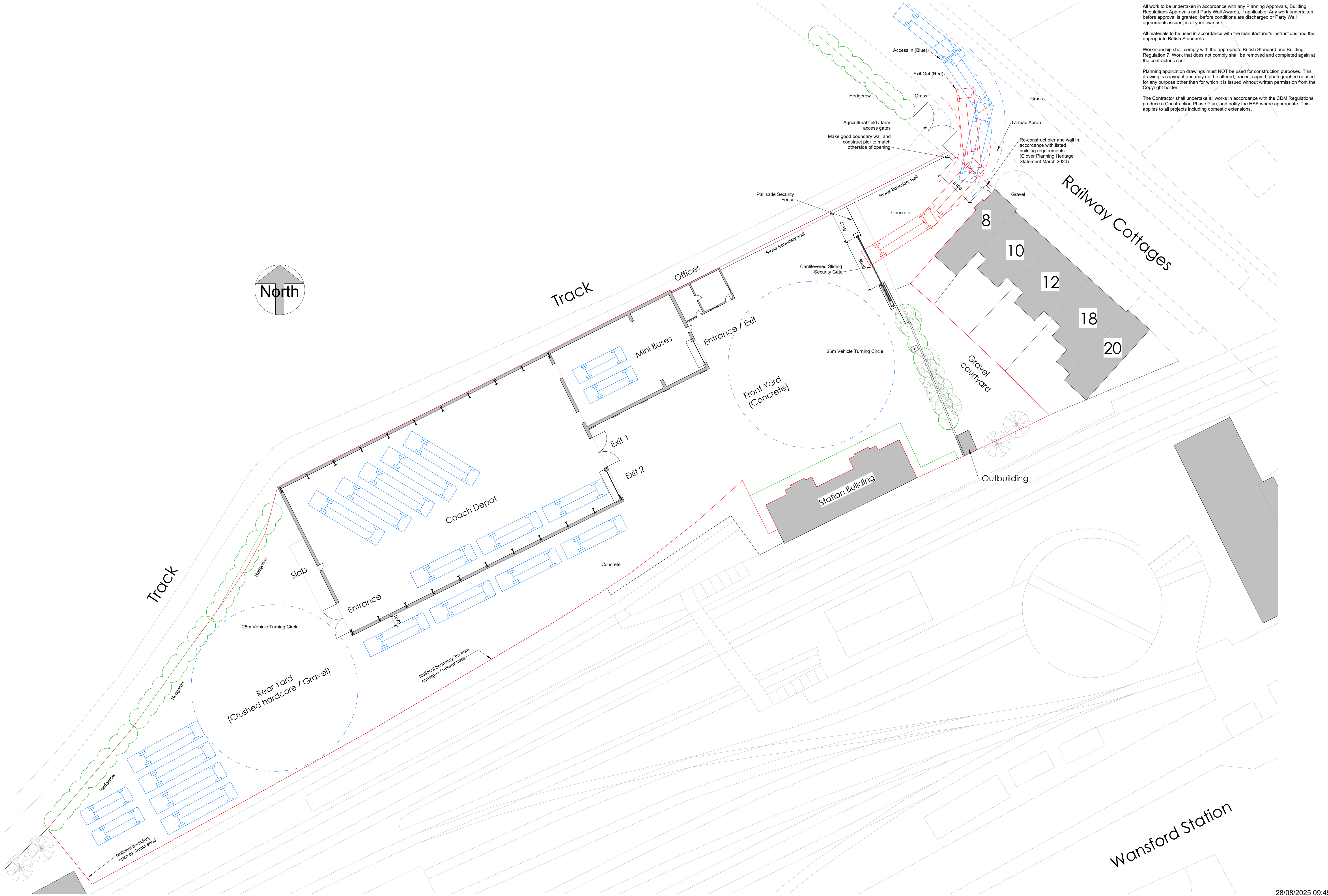
Workmanship shall comply with the appropriate British Standard and Building Regulation 7. Work that does not comply shall be removed and completed again at the contractor's cost.

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The Contractor shall undertake all works in accordance with the CDM Regulations, produce a Construction Phase Plan, and notify the HSE where appropriate. This applies to all projects including domestic extensions.

28/08/2025 09:49:36

No.	Description	Date



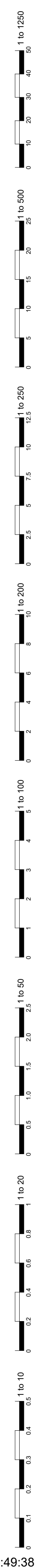
All work to be undertaken in accordance with any Planning Approvals, Building Regulations Approvals and Party Wall Awards, if applicable. Any work undertaken before approval is granted, before conditions are discharged or Party Wall agreements issued, is at your own risk.

All materials to be used in accordance with the manufacturer's instructions and the appropriate British Standards.

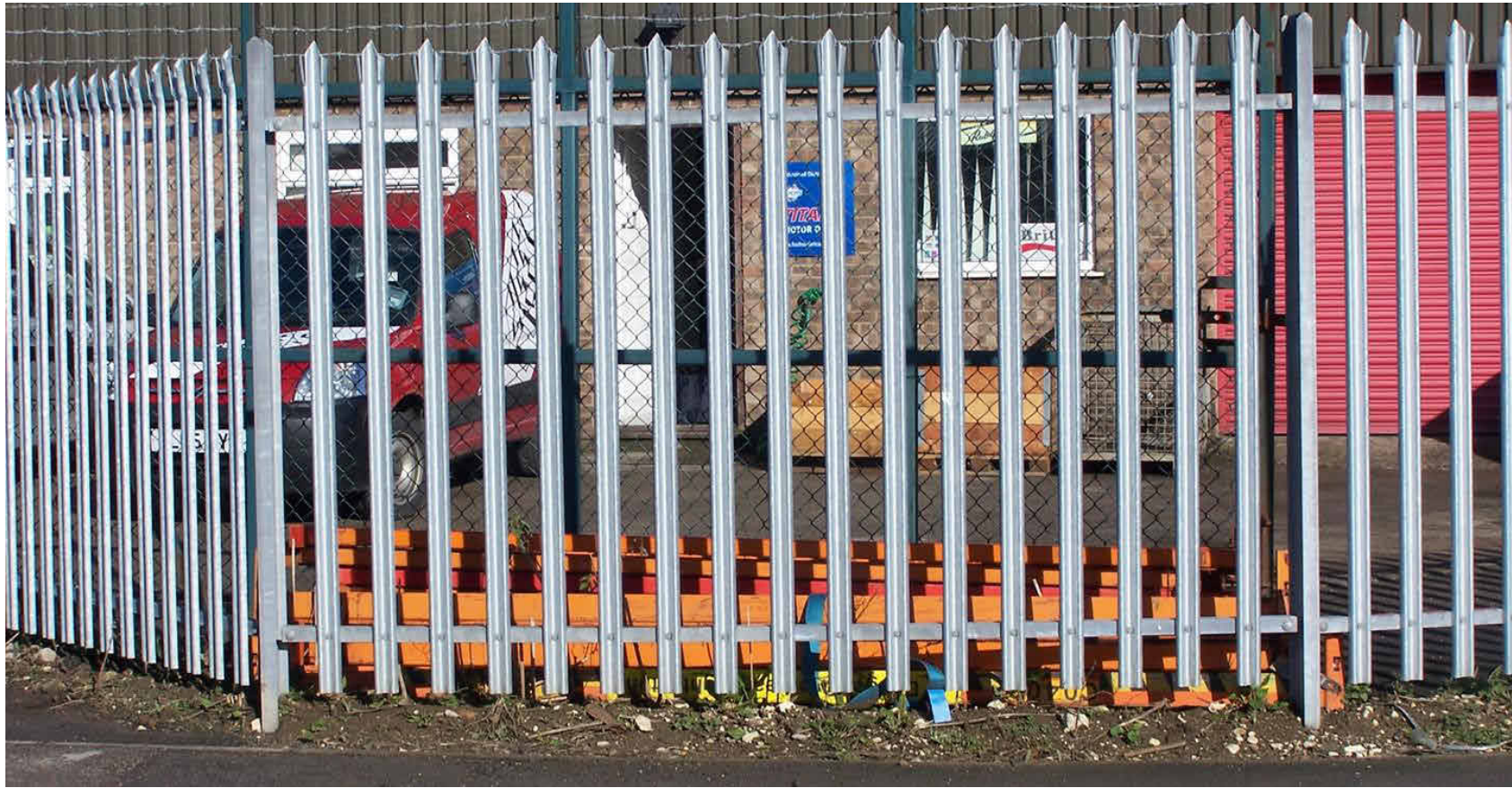
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The Contractor shall undertake all works in accordance with the CDM Regulations, produce a Construction Phase Plan, and notify the HSE where appropriate. This applies to all projects including domestic extensions.



No.	Description	Date



Proposed Pallisade Perimeter Fencing

Security Fencing Specification Notes.

Minimum 102 x 44mm Rolled steel joist posts at maximum 2.75m centres.

Height of pales 2.1m with maximum gap 200mm from external ground / concrete plinths. Total height 2.6m.

All fence components to be galvanised steel .

All fixings to be non-corroding steel. No aluminium fixings to be used under any circumstances.

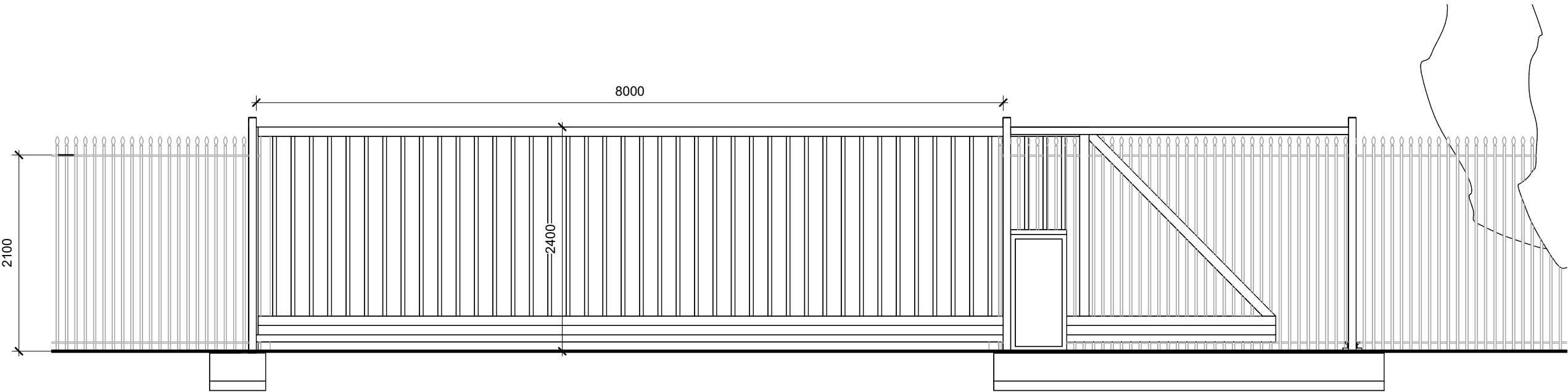
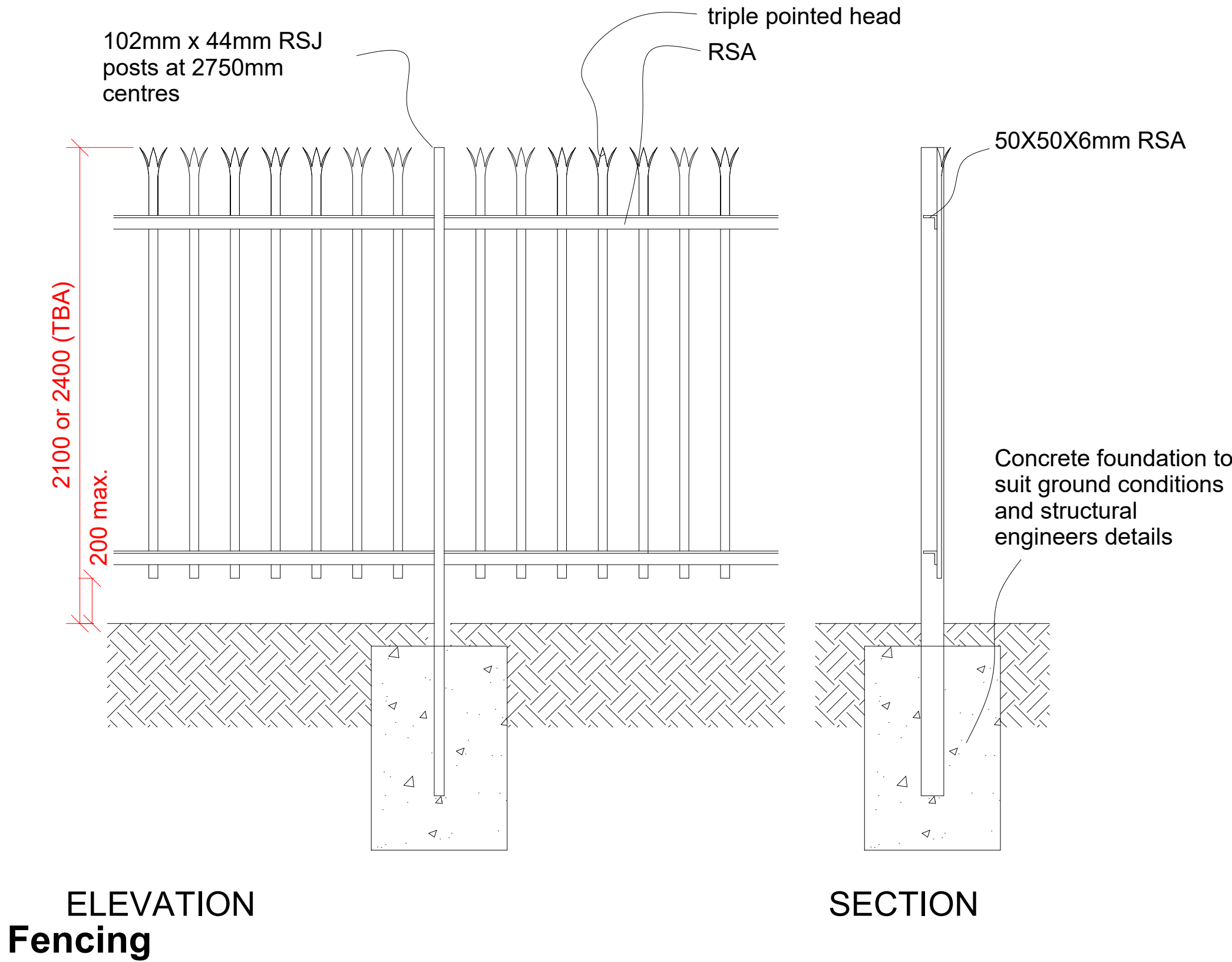
W section pales bolted to Rolled steel Angles with 8mm T bolts incorporating anti-vandal shear nuts. Pales to be thick enough so it cannot be levered off its fixings.

Triple pointed anti-climb heads to pales.

Concrete pad foundations by others. Where ground conditions are not level step fencing as requiredby raising one panel between posts relative to adjacent panel.



Proposed Yard sliding gate design. Approx 8m wide x 2.4m high (2.6m total height) to match proposed fencing.



Cantilevered Gate
1 : 50

Cantilevered Gate Specification

The gate shall be manufactured from rolled hollow section mild steel tube, The gate leaf is to be torsion free, fully welded unit, with a single diagonal brace. Vertical infill bars are to be pales to match palisade fencing. The gate will be fully supported and guided by a special rolled section lower support beam running on two sets of adjustable double, maintenance free, nylon rollers mounted on sealed bearings.

The weatherproof drive housing is to be manufactured from sheet steel and mounted on the gate base plate. The housing will enclose the integral electrical drive system, control panel and one set of gate support rollers. The control panel will interface with all types of access control systems. Access into the housing will be through a lockable access door. Attached to the top of the drive housing there will be two nylon guide rollers providing lateral support to the gate leaf. These rollers shall bear on an aluminium strip fixed to the gate leaf to protect the surface finish.

The closing post will provide locating devices to support the gate when in the closed position.

The drive system will be through a 3 phase 240/400V 50Hz 100% ED rated motor fitted with an adjustable clutch which will propel the gate at 200mm/second by means of a sprcket and gall chain. Both sprcket and chain shall be shrouded to comply with European safety guidelines. Gate drive and locking is to be achieved through a warm drive running in a synthetic oil filled gearbox. In the event of a power failure the gate shall be operated manually by releasing the clutch. A key switch for open and closed operations plus an emergency stop button are to be mounted on the drive post.

Open and closed positions will be sensed through non-contact inductive limit switches. These are to be triggered by adjustable location plates fitted to the lower support beam.

The standard safety buffer system shall be 'fail safe' and conform to the latest European standards. It shall consist of 5 rubber buffers with a signal transmission system. The buffers are to be drive located on the leading edge of the gate and on both sides of the drive post.

No.	Description	Date

Date drawn	27/08/2025
Date revised	
Drawn by	PM
Paper size	A1
Scale	1 : 50