

Council Offices
Priory Road
Spalding
Lincolnshire
PE11 2XE



17th December 2025

Our ref: DCK/GDSTR/25/0289

Dear Sir/Madam,

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED) VARIATION OF CONDITION 8 PURSUANT TO APPLICATION H06-0963-24: CHANGE OF USE OF THE FORMER STATION YARD TO COACH PARKING AND MAINTENANCE.

Please find herewith an application under Section 73 of the Town and Country Planning Act 1990 for removal of Condition 8 to the above mentioned proposal approved by South Holland District Council on the 7th April 2025 (Ref. H06-0963-24).

During the course of the application, objections were raised regarding the boundary treatment, specifically that the existing fence was of feather-edge construction and did not constitute acoustic fencing as indicated on the submitted plans. Following a site visit, the case officer confirmed that the boundary fence was not acoustic in nature. This position was further supported by comments from Environmental Protection, who noted that the fence did not appear like acoustic fencing.

As a result, the Local Planning Authority determined that any subsequent approval should be subject to a condition requiring the submission of detailed specifications for the boundary fence. This condition is intended to ensure that an adequate acoustic barrier is erected to mitigate potential increases in noise pollution arising from the proposed use.

Removal of Condition 8

Condition 8 of planning approval Ref. H06/0936/24 stipulates that,

" Prior to the commencement of the approved change of use, details of an acoustic fence along the northern boundary including a schedule of fencing levels, heights, and materials, as well as the size and species of any proposed hedging must be submitted to and approved in writing by the Local Planning Authority. Once approved, these details shall be fully implemented prior to the first use of the development and shall be permanently retained thereafter."

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Dice Environmental was commissioned to undertake a Noise Impact Assessment in support of the removal of condition 8. The findings confirmed that the proposed change of use will not result in any significant adverse impacts on nearby residential properties, with additional coach movements remaining below existing background levels during both the daytime and early morning periods. The assessment, undertaken on robust worst case assumptions, demonstrates that the development will not give rise to adverse noise impacts and therefore Condition 8 is not reasonable or necessary, failing the tests for planning conditions set out in the National Planning Policy Guidance (NPPG).

We respectfully request the removal of Condition 8 on the grounds that the proposed change of use from the former station yard to coach parking and maintenance is not expected to result in any material increase in baseline noise levels at the site. The potential impact on neighbouring land uses has been carefully assessed and is considered acceptable in accordance with Policy 2 of the South East Lincolnshire Local Plan (2011–2036).

With regard to residential amenity, as outlined in Policy 3 paragraph 11 of the Local Plan, the proposal will not adversely affect the character or appearance of the development, nor the amenity of the surrounding area or nearby occupiers. No alterations are proposed to site access or to the physical structure of existing buildings. In terms of visual amenity, the northern boundary is already enclosed by 1.8 metre fencing and established vegetation, while visibility into the site is limited to a single small window on the southern elevation of Mimosa Cottage.

This position is reinforced by the wider site context, particularly the presence of a concrete plant immediately to the east, which is understood to be the principal source of local noise and the most visually dominant feature in the area. In comparison, the proposed change of use is unlikely to have any significant impact.

In light of these considerations, the removal of Condition 8 is justified. Furthermore, the submitted Noise Impact Assessment demonstrates that the additional coach movements associated with the development will not result in noise levels exceeding established background levels during either the daytime period or the early morning period between 06:00 and 07:00, consistent with the site's operational profile. On this basis, the development is not expected to give rise to adverse impacts on residential amenity, and no further mitigation measures are considered necessary in relation to the increase in coach activity.

If you have any queries regarding this S73 Application or require any further information from us, please do not hesitate to get in touch.

Yours faithfully,



Harry Phillips

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