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## Rutland County Council

Catmose,  
Oakham,  
Rutland  
LE15 6HP

Application:	2019/0628/FUL	ITEM 5	
Proposal:	<b>Change of use for parking of coaches. Construction of workshop for maintenance of coaches. Installation of 2 No. modular units to house toilets and office relating to workshop.</b>		
Address:	<b>Building 27, Meadow Park Industrial Estate, Essendine, Rutland PE9 4LT</b>		
Applicant:	<b>Stamford Storage Ltd</b>	Parish	<b>Essendine</b>
Agent:	<b>Arctica Ltd</b>	Ward	<b>Ryhall &amp; Casterton</b>
Reason for presenting to Committee:	<b>Objections and Ward Member request</b>		
Date of Committee:	<b>14 January 2020</b>		

## EXECUTIVE SUMMARY

The scheme is for a coach depot and workshop on a long established industrial estate. It is to be relocated from a garage site nearer to Ryhall. The scale of the building is acceptable and would not impact on residential or visual amenity. The impact of the coaches on local residents and the highway network is limited and acceptable. The proposal is therefore recommended for approval as it complies with the relevant development plan policies.

## RECOMMENDATION

**APPROVAL**, subject to the following conditions:

1. The development shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers DR-PL001 Rev 03, DR-PL002 Rev 03, DR-PL003 Rev 03, DR-PL004 Rev 02, DR-PL005 Rev 01, and the Vehicle Movement Statement V2, dated November 2019.  
Reason: For the avoidance of doubt and in the interests of proper planning.
3. No coaches or buses from this site shall use the western access to Bourne Road at any time.  
Reason: In the interests of highway safety as the western access is too narrow to allow for 2 commercial vehicles to pass clear of the highway.
4. Before the proposed workshop is brought into use it shall be fitted with a working exhaust scavenger system the details of which shall have been submitted to and approved by the local planning authority. This system shall be retained and maintained in working condition whilst the workshop remains in use.  
Reason: To ensure that any emissions from the workshop are discharged in a satisfactory manner to ensure that pollution does not impact on nearby residents or adjacent workers.
5. Any artificial lighting used at the site shall be installed to comply with Table 2 (page 5) for Environmental Zone E3 'Urban' in 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011' and in accordance with details that shall have previously been submitted for the approval of the Local Planning Authority.  
Reason: In the interests of preventing light pollution in a relatively dark rural area.

## **Site & Surroundings**

1. The site is located within the established industrial estate in Essendine. It is surrounded on the north side by existing industrial buildings. To the south, a row of 10 new employment units has recently been constructed.
2. There is also a small area with Hazardous Substance Consent for storage of bromine, hence the Health & Safety Executive has been consulted.

## **Proposal**

3. It is proposed to relocate Mark Bland Travel from behind the former petrol filling station on Essendine Road in Ryhall (now a car wash) and use the open part of this site for parking of 15 coaches. There is also a proposed new workshop for maintenance of coaches, together with 2 portable units for office and employee facilities. The coaches appear to mainly operate during school term time as school buses.
4. The workshop would be a maximum of 12 metres wide, 18 metres long and 8.5 metres to the ridge. However, the levels on site mean that this building would be significantly lower than the ones behind it (see Appendix 1)
5. The application has been amended and subject to re-consultation because the original access to the west was too narrow. The revision states that the existing industrial estate access to the north will now be used instead.
6. The workshop building would be clad in grey materials similar to the nearby new units.
7. The applicant provides supporting information reproduced in Appendix 2.

## **Relevant Planning History**

2005/1252 – Extension to building 25 Approved April 2006 – Not built – now expired

A previous building, No.27, has been demolished from the site of the proposed workshop.

## **Planning Guidance and Policy**

### **National Planning Policy Framework**

Chapter 6 – Building a strong competitive economy  
Chapter 8 - Promoting healthy and safe communities

### **The Rutland Core Strategy (2011)**

CS4 – Location of Development (Essendine is a ‘Smaller Service Centre’)  
CS13(c) – Employment & Economic Development

### **Site Allocations and Policies DPD (2014)**

SP5 – Built Development in towns and villages  
SP15 – Design and Amenity

## Consultations

### 8. Parish Council

Concerns raised at additional volume of traffic, also large vehicles sharing a fairly narrow road with residential traffic. The condition of the road surface is also poor.

See later Parish response at Appendix 3.

### 9. RCC Highways

Objection to the original access as it was not wide enough to allow 2 commercial vehicles to pass.

On the revised access –

No Objections if built in accordance with drawing Nos. DR-PL005 Rev 01 and DR-PL002 Rev 03, and operated in accordance with the Vehicle Movement Statement Version 2 November 2019.

The proposed access road to the north is a private road. Therefore whoever owns this road could impose their own parking restrictions if they wanted, such as DYL. These lines would only be enforced by the land owner

The access to the north would result in vehicles turning left through Essendine, however this is the A6121 and part of the strategic network and is therefore catered to take large vehicles.

### 10. Network Rail

No objections

### 11. Health & Safety Executive

Does not advise against the development (in relation to the nearby Hazardous Storage Consent)

### 12. Ecology

It appears that this proposal is for a development on existing hardstanding, with no loss of vegetation or demolition of existing buildings. Based on this, the site does not appear to meet any of the biodiversity 'triggers' contained in the Local Validation Criteria and we have no comments on, or objections to, this application.

### 13. National Grid

No objections

### 14. Environment Agency

No objections

### 15. Environmental Protection

It's likely the workshop will require a vehicle exhaust gas scavenger system to extract vehicle exhaust fumes, while engines are running inside the workshop, however I haven't seen any details in the application regarding this.

This is an industrial estate not a residential area. The objectors state that there is already movement of lorries and drone of vehicles so it is not a quiet village but one with an industrial estate with the associated noise. It won't add any significant air pollution to the existing levels or to the overall traffic noise to the area. The bus depot operates between the villages already.

## 16. Further Environmental Protection Comments

These comments are made following receipt of the 'Vehicle Movements Statement' dated August 2019, from the applicant's agent, which has at least clarified that buses/coaches will be using the proposed site as a depot/parking area, not just parking/storing vehicles for maintenance purposes.

The applicant has confirmed that the proposed site has existing permissions for industrial, storage and distribution uses. There are a few specific points that I understand the applicant has provisionally agreed, that could be conditioned with the aim of minimising impacts, where possible.

- The applicants have confirmed that the vehicle exhaust scavenger system will discharge 1m above the ridge of the building, although detailed plans aren't available at this stage. I would suggest that if Planning Permission is granted, a Planning Condition should be attached requiring details of the scavenger system to be submitted to the Local Planning Authority and should be subject to our written approval and the installation should be in accordance with the approved details.
- The applicant's agent has suggested that if Planning Permission is granted they would agree to a Planning Condition for artificial lighting, although they state that use of any such lighting will be of limited duration i.e. it wouldn't be on throughout the whole night. On that basis and if you deem it appropriate in Planning terms I would suggest a Planning Condition, the following wording maybe useful:  
'Artificial lighting at the site shall be installed to comply with Table 2 (page 5) for Environmental Zone E3 'Urban' in 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011' unless otherwise agreed in writing by the Local Planning Authority. Development shall only be carried out in accordance with these standards.'
- Buses/Coaches leaving the site from about 6:30 to 7:30 am for the reasons outlined above would appear to fit within the existing permissions for the site and wider area. It is also noted that in terms of overall traffic flows on the A6121, Bourne Road, the numbers from this site are very low and will already use the local road network as the business is currently based about 1 mile away on the A6121.

## Neighbour Representations

17. There were 23 objections from residents in the village to the original proposal and many similar to the revised access. These can be viewed on line in detail but can be summarised as follows:

- This is a village in the countryside, not an industrial estate
- 10 new units being erected nearby already
- Additional fumes from vehicles pulling away, especially when cold pulling uphill from revised access
- Buses only meet old regulations (Euro 3 – 2000), not today's standards (Euro 6 since 2014)
- No carbon offset has been offered
- Children cross the road to get school bus

- Access not wide enough – cars often parked blocking width
- Access is not suitable for 2 HGV's pulling in and leaving at the same time
- Impact on residential access off the estate road
- Use of tools in workshop will cause nuisance
- Speeding is already an issue through the village – difficult to join the road, buses will make it worse
- Existing depot close by – saturation with this type of business
- Unsocial hours of use – engines noisy early in the morning
- Extractors will cause noise and fumes
- Residents will monitor NO2 and seek damages from RCC and the bus company -
- Diesel engine exhaust known as carcinogenic to humans
- Bus depot in the middle of a residential area is madness

## **Planning Assessment**

18. The main issues are policy, residential amenity and highway safety. The applicants' agent has supplied a response to the objections that have been received and is reproduced at Appendix 2. It is also referred to in the further comments from Environmental Protection above.

### **Planning Policy**

19. Core Strategy Policy CS13 seeks to safeguard all existing employment areas to maintain the choice and variety of employment sites around the County. These contribute significantly to the economy and sustainability of the County. Other new units have recently been approved and are under construction/complete. The principle of development on this industrial site is therefore well established and acceptable.

### **Residential Amenity**

20. The nearest residential properties to the actual site are a terrace of cottages at 5-8 Station Road. There are houses either side of and opposite the revised access onto Bourne Road and others on Bourne Road and surrounding areas.
21. The prevailing wind would take any emissions from the workshop away to the north east of the village, away from the main residential area.
22. Environmental Protection Officers state that the use will not adversely impact on local residents. The site is in the centre of an existing industrial estate where existing general industrial uses do not have any planning restrictions on times and emissions etc.
23. There is approximately 12,961m<sup>2</sup> of B1, B2 and B8 uses on site at present. The new workshop would be 258m<sup>2</sup> so is insignificant in terms of intensifying the use of the overall site. It would have a smaller footprint than the building that was previously on this site.
24. The relatively small increase in potential vehicle movements and noise would not be significant enough to justify refusal of planning permission in this industrial area.
25. Subject to conditions, the proposal is acceptable in line with SP15.

### **Highway Safety**

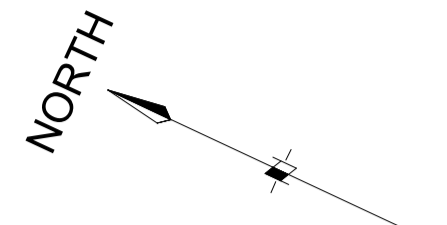
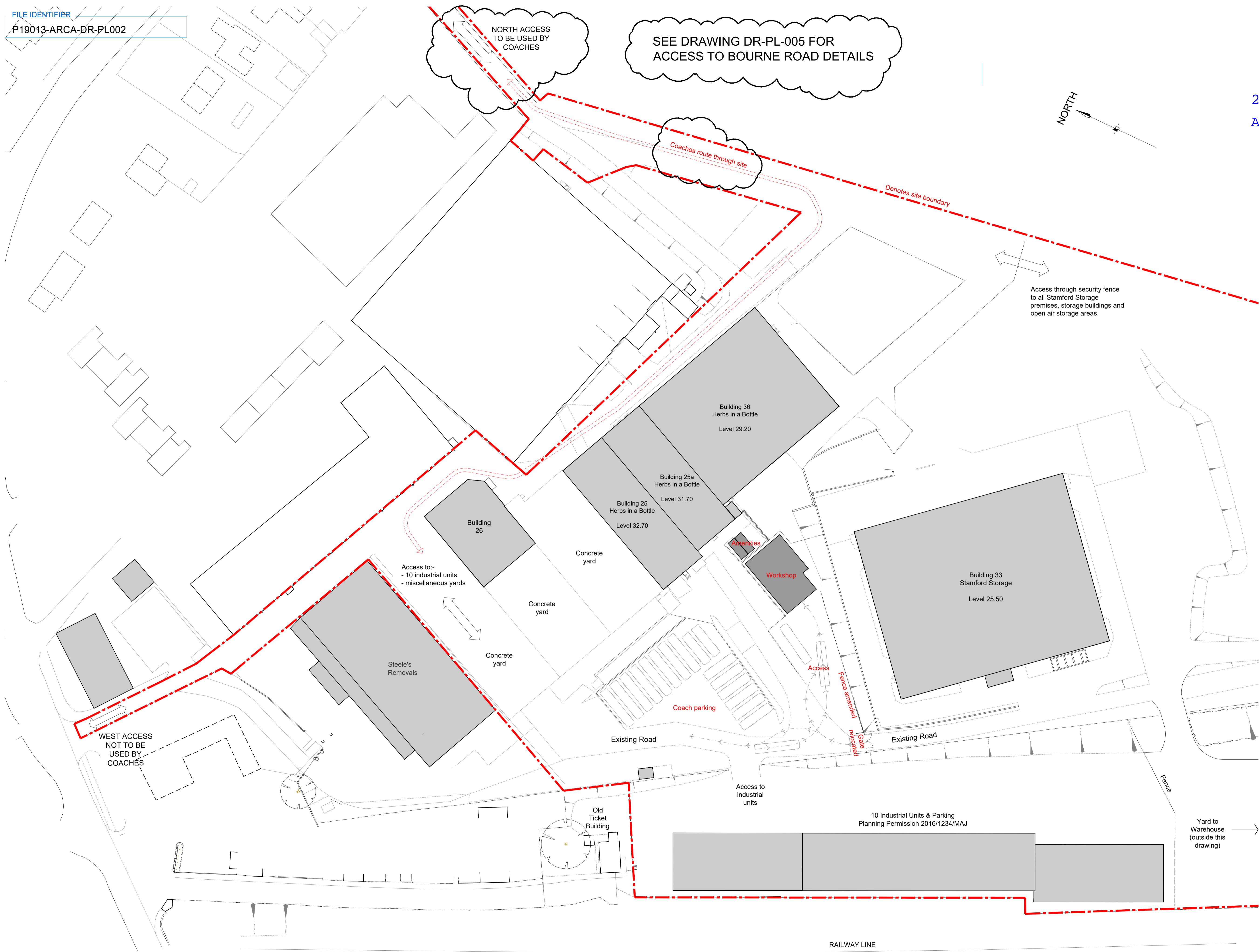
26. The existing coach site between Essendine and Ryhall is located just inside the newly revised 30mph limit road. The revised access to the application site is to Bourne Road to the north which is the main access to the industrial estate. There was a planning permission to create this access road in 1963. The carriageway here is 5.7m wide. The

highway authority advises that this is of adequate width and has adequate visibility to cater for the proposal. The access is within the 30mph limit where visibility splays are reduced to 2.4m x 43m.

27. The highway authority has examined the accident records for Essendine in the past 10 years. There have only been 10 accidents in that period. The last accident was in 2018 which involved a motorbike losing control around the bend. There was only 1 incident close to the industrial estate access road which involved a vehicle failing to slow behind a vehicle pulling into the access road in wet conditions, colliding with the rear of the turning vehicle. There have been no fatalities but 3 serious injuries to individuals, 2 of them in one incident.
28. 6 of these incidents were well outside the village towards Ryhall at the junction with Uffington Road. The remaining 3 were on the bend to the east of the access
29. The Highway Authority recently installed a large section of high friction surfacing to prevent any further accidents at this location. Additionally speed surveys have recently been carried out which show vehicles are generally complying with the speed limit.
30. There is no highway objection to the use of the existing access for this user, complicit with SP15.

## **Conclusion**

31. Whilst the concerns of the village are acknowledged, this is an industrial estate with several general industrial uses. Policies support the local economy and the retention of employment land. The advice from Environmental Protection is that the uses will make little difference to the amenities of local residents and there is no highway objection to the use of the (revised) existing access. The scheme generally complies with the policies of the development plan and should be approved in accordance with Para 11 of the NPPF.

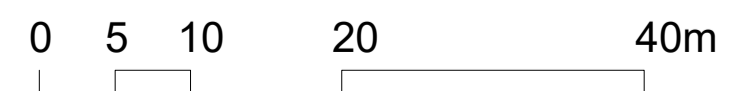


ISSUE	DATE	DRAWN	NOTES	CHECK
03	09.11.19	LKD	ACCESS FOR COACHES CHANGED TO NORTH ACCESS ROAD. ROUTE THROUGH SITE ADDED.	LKD
02	09.06.19	LKD	WEST ACCESS DETAIL AMENDED. NOTE ADDED TO NORTH ACCESS. VISIBILITY SPLAYS ADDED.	LKD
01	06.06.19	LKD	FIRST ISSUE	LKD



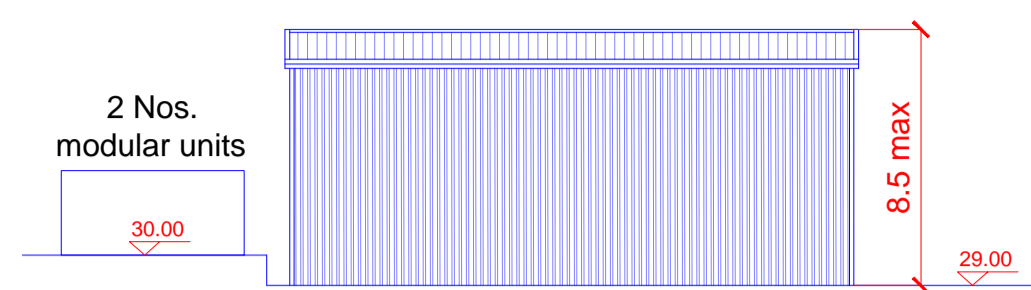
**PROJECT**  
MEADOW PARK ESTATE  
ESSENDINE - COACH  
PARKING & WORKSHOP

**DRAWING**  
BLOCK PLAN  
AS PROPOSED

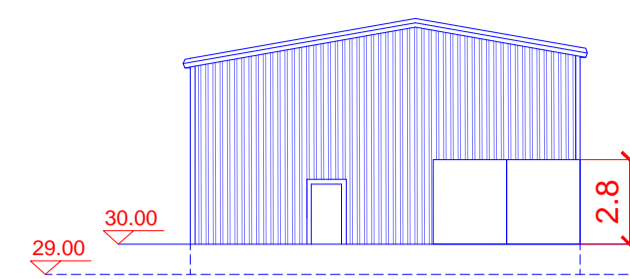


A1 SCALE	A3 SCALE	JOB
1:500	1:1000	P19013
NUMBER	REV	
DR-PL002	03	

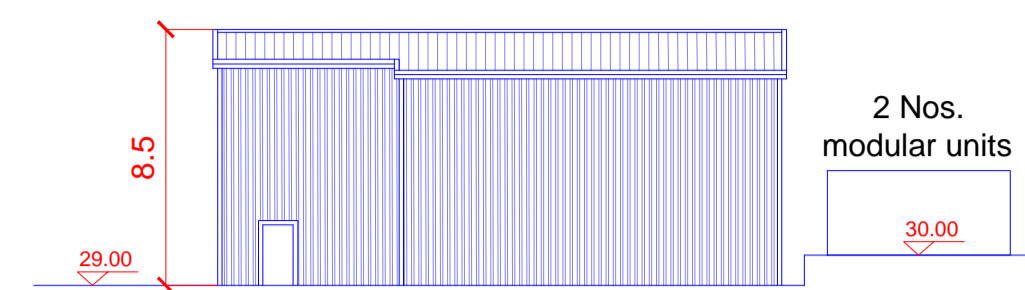




WEST ELEVATION  
AS PROPOSED



NORTH ELEVATION  
AS PROPOSED



EAST ELEVATION  
AS PROPOSED

Workshop - materials as proposed:

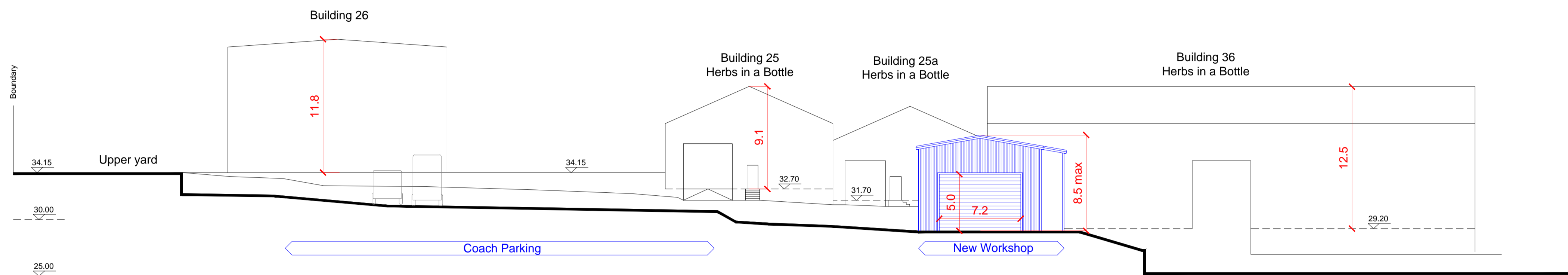
- Roof - Colour coated steel sheets, in Goosewing Grey RAL 7038
- Walls - Colour coated insulated steel sheets cladding panels, trapezoidal profile laid vertically, in Goosewing Grey RAL 7038
- Fascia and verges: proprietary, Merlin Grey RAL 180 40 05
- Rainwater goods: powder coated aluminium to match Merlin Grey
- Personnel doors and roller shutters to match Merlin Grey
- 200mm diameter stainless steel flue to exhaust extraction system to project 1m above roof. Location TBC.

External works - materials as proposed:

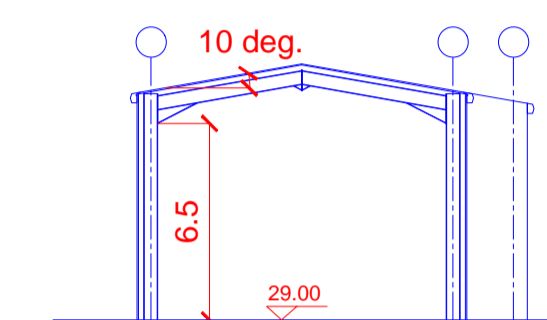
- Alterations to existing 2m high high security galvanised steel W palisade fencing and gates will be done with matching materials.
- Alterations to Armco barriers will be in matching steel painted yellow.

- For planning purposes only.
- Anyone scaling from this drawing is responsible to make sure that the graphic scale is accurate at a recognisable scale.
- This drawing is copyright.

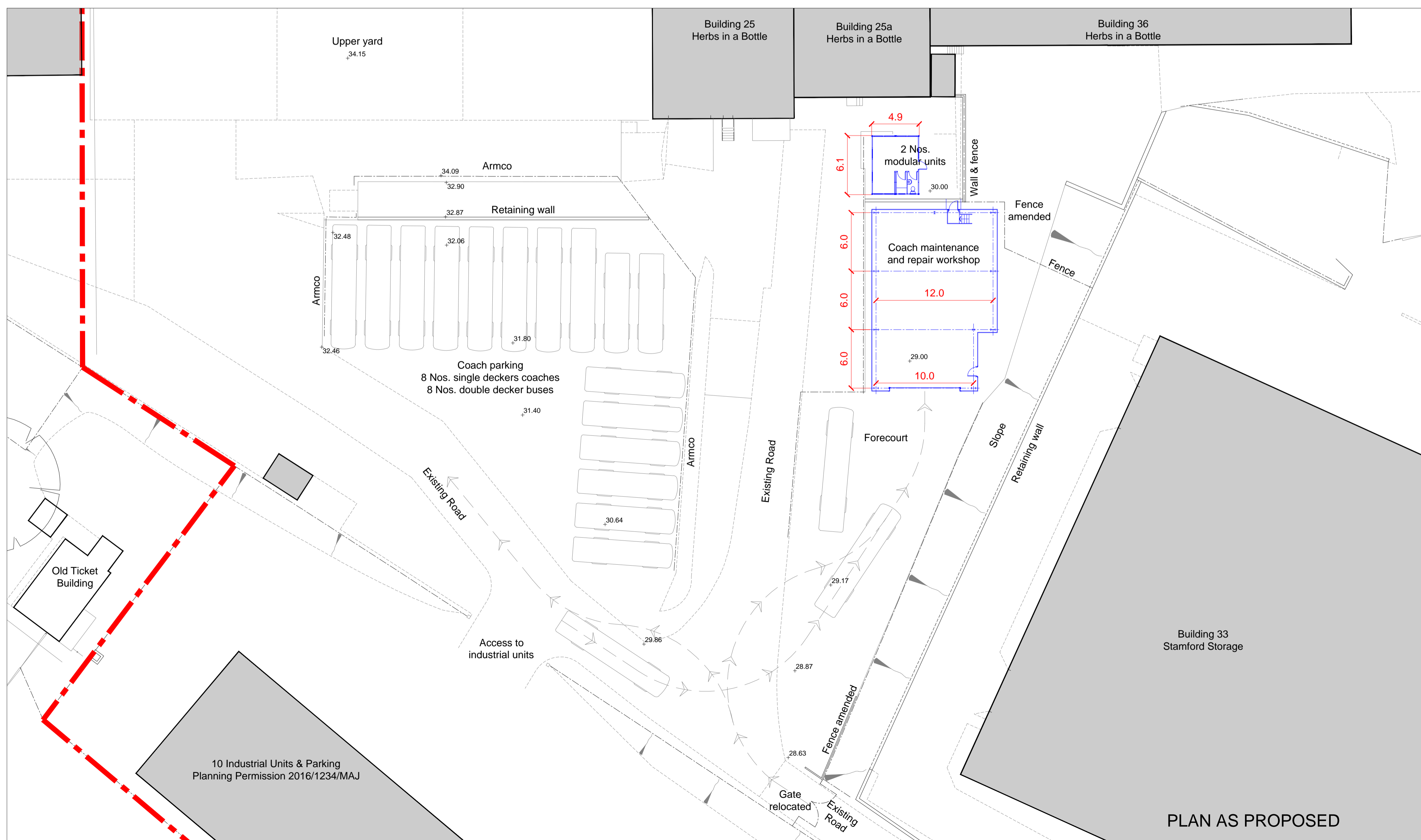
2019/0628/FUL  
Appendix 1ii



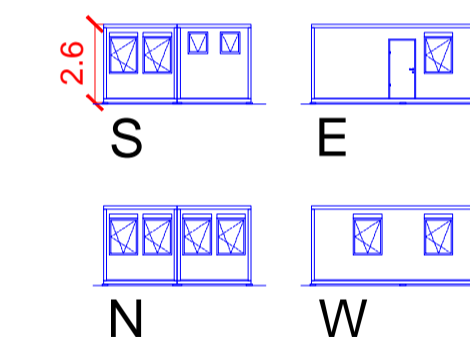
SOUTH ELEVATION AS PROPOSED



TYPICAL CROSS SECTION



PLAN AS PROPOSED



MODULAR UNITS ELEVATIONS

Modular Units:

- Two prefabricated modular units by Stamford Storage to house toilets and office related to the workshop.

ISSUE	DATE	DRAWN	NOTES	CHECK
02	09.06.19	LFD	NOTES ABOUT FLUE AND EXTERNAL MATERIALS ADDED. MODULAR UNITS ELEVATIONS ADDED.	LFD
01	07.06.19	LFD	FIRST ISSUE	LFD

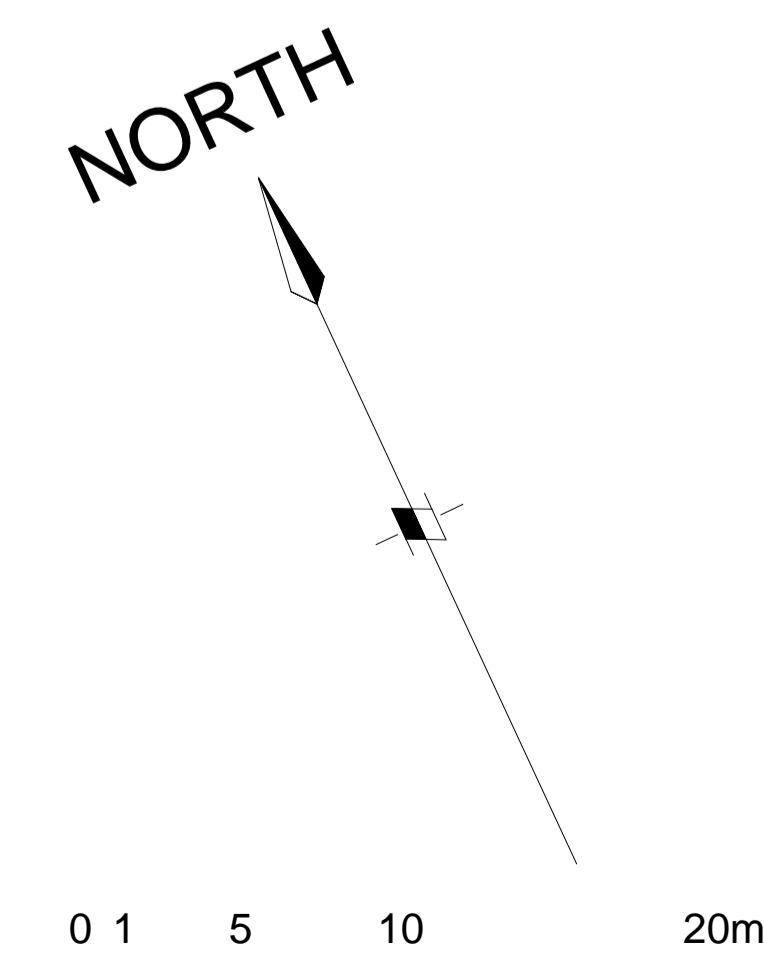


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PROJECT  
MEADOW PARK ESTATE  
ESSENDINE - COACH  
PARKING & WORKSHOP

DRAWING  
SITE PLAN  
PLAN & ELEVATIONS  
AS PROPOSED

A1 SCALE	A3 SCALE	JOB
1:250	1:500	P19013
NUMBER	REV	
DR-PL004	02	



## APPENDIX 2

### Additional Information in relation to the proposal

- The parking area for 16 coaches is intended as a depot for routine school transport services.
- Mark Bland operate 15 school coaches, during term time only.
- The operation of school coaches is thus: -
- 5 days a week for 38 weeks (that is 52 weeks minus 14 weeks' holiday (6 in the summer; 2 in October; 2 at Christmas; 1 in February; 2 at Easter; 1 in June)).
- Therefore, maximum of 190 days, depending on bank holidays.
- 5 to 6 Saturdays during term time.
- Incredibly occasional ad hoc use out of those days.
- The 15 vehicles all leave the site between 06:30 and 07:30, with most departures at 07:00. All vehicles return for the night between 18:30 and 19:00.
- Because of this pattern, it is extremely unlikely that two coaches will have to pass each other.
- Half of the coaches would come back into the depot after the morning school trips and leave again for the afternoon school trips.

Based on the information above, the daily vehicle movements would be: -

- 15 leaving in the morning
- 8 returning mid-morning
- 8 leaving mid-afternoon
- 15 returning early evening

Those daily movements currently occur at Mark Bland's site in Ryhall and half their vehicles travel through Essendine already to do so.

### Agents Response to Objections

Up to and including 8<sup>th</sup> August, there were 21 objections from different people who raised concerns about the following: -

Air pollution (17)  
Light pollution (1)  
Noise / hours (14)  
Increase in traffic (16)  
Excessive speed (11)  
Access road (8)  
Pedestrian safety (1)  
Other miscellaneous comments

Most of the questions raised have been answered in the attached report which gives additional details about the access to the site, how and when the business will operate and, what types and numbers of vehicles will use the site.

This e-mail should be read in conjunction with the report.

### Air pollution:

This is a relocation of the Mark Bland Travel depot in Ryhall  
All coaches are Euro 3 emission compliant  
The age of the fleet has been massively reduced in the last three years  
The workshop will have an exhaust extraction system

### Light pollution:

This was a general comment about the existing industrial estate.

### Noise / hours of operation:

15 coaches will depart between 06:30 and 07:30

8 coaches return mid-morning

8 coaches depart mid-afternoon

15 coaches will return between 18:30 and 19:00

Monday to Friday, term time only (38 weeks out of 52 weeks)

Also 5 to 6 Saturdays during term time but reduced numbers

Half of the coaches already pass through Essendine from the existing facility in Ryhall

### Increase in traffic:

A survey carried out in 2016 identified 7,924 vehicles on average per day

The development will add 18 cars per day during term time, Monday to Friday therefore 36 movements

The development will add 23 coaches per day (46/2 as half already pass through Essendine) during term time, Monday to Friday

### Excessive speed:

A survey carried out in 2016 identified that the average speed through Essendine was between 27mph and 30mph.

If speeding has increased since, it should be addressed but this is a separate issue.

### Safety of access road:

This is an existing access to the site

The report shows the width of the road and sight lines

### Pedestrian safety:

A pertinent comment from one of the respondents

Mark Bland Travel have indicated that they would induct their drivers about the specific characteristics of the new access

Other comments were made which do not relate directly to the application but we wish to make a response nonetheless.

### Current noise and light disruption:

Some respondents have complained about noise and light disruption coming from the site at night and week-ends.

The current site does not operate at night and week-ends.

The new coach facility will not operate at night and week-ends.

The applicant suspects that this noise comes from Network Rail who are regular visitors to the rail line and the adjacent land as they can only do work overnight and / or at week-ends.

This would continue in any event and is nothing to do with any of the occupiers of the industrial estate.

### Residential and industrial uses:

The development is described as being "in the middle of a residential area" or in a "quiet village.

As some other respondents commented, the acreage of Essendine is mostly industrial. Whilst residents should not be adversely affected by new development, the existing businesses on the existing and established industrial estate are also entitled to pursue and develop their business interests.

### Additional Parish Comments

1) On Tuesday 19 November Cllrs Ian Collis and Bob Bainbridge visited Rutland House at the request of the owner. They discussed the impact of this new access route with the owner of Rutland House (by the proposed entrance to the site) and took the opportunity to ensure the occupant of the other property directly affected was aware of the change and the date of the next EPC meeting. They also walked round the proposed route to evaluate the feasibility. Following additional reviews of the original application Cllr Bainbridge then organised an escorted visit with Stamford Storage to assess the security measures if this proposal was approved.

2) The escorted visit offered some additional information which may well restrict the ability of the village to make any worthwhile representation on the application. Given the strong feelings in the village expressed on social media and at the open meeting held by EPC Cllr Bainbridge contacted Rutland County Council (RCC) on Friday 22 November expressing his concerns and asking for clarification on the following issues:

- a) That RCC Highways Department visited the site since the original application and advised that the use of the Western Access was not suitable due to the width of the access road. They asked for an alternative solution which resulted in the new application being submitted. Why RCC did not consider it appropriate to include a village representative, in the process, seems very blinkered given the amount of negative correspondence from the village on the application.
- b) It has been suggested that Stamford Storage already has the appropriate authorisation for the buses to use the site as commercial vehicles already access and park on the premises.
- c) It appears that the bus company already has an operating licence for the Essendine site from the Department for Transport.
- d) No additional warning notices were displayed advising residents of the changes to the application.

3) The industrial site has been expanding in a rather piecemeal manner for many years and is now significantly larger than was originally envisaged. The site has two narrow access roads used by an increasing number of heavy goods vehicles. The Parish Council is concerned that in the event of a major incident (such as another fire) access for emergency vehicles could be difficult and evacuation of at risk people could be problematic. RCC has designated Essendine as a "small service centre" -this hardly seems appropriate given the size of the area.

#### 4) Access Issues

a) Paragraph 2 Access to the site. This paragraph uses two photographs from Google maps to show the initial access to the site from the A6121. These photographs do not reflect the actual access conditions during the normal working day when the access width is restricted by constant parking of vehicles. The following two photos give a more realistic view of the entrance road during the day. It should be noted that there are no pavements for pedestrian access.

Photo 1 - View from the A6121 showing that numerous cars are parked outside S James Prestige premises during the working day.

Photo 2 - View from the industrial estate to the A6121 showing that there is only space for a single HGV to use the access.

b) As these photographs show that, while the road may be 5.7m wide between kerbs, that is not the width usually available. It should be noted that there is a health and safety issue with no footpaths for pedestrians. Parents frequently walk their children or push prams to the nursery on the site.

c) This access road passes between 2 residential houses, these houses will be subjected to additional noise and pollution between 0530 when the drivers arrive to prepare the buses and 0700 when the buses have left the site. There is already evidence of vehicle damage to both the kerb and fencing alongside these houses.

d) The majority of the buses will then be turning left up the hill introducing significant increase in traffic noise to residents of Bourne Road.

e) The buses will also impact on the traffic flow through the village as they turn in and out of the access road. The last speed survey was in 2016 since then several new large housing estates have been built in Bourne increasing the traffic flow through the village.

f) The buses have also to pass between two car parks one servicing a gym and children's play park before/after manoeuvring through a narrow 'S' chicane and passing through a gate. EPC are concerned that this gate may well be left opened by the buses (see para 4b below). Health and Safety Executive regulations do state that on industrial sites there should be "separation of pedestrians and vehicles", also "designated walkways and crossing points".

#### 5) Paragraph 3 Number of coaches and coach movements

a) The applicant suggests that the due to the movement schedule of the buses it is extremely unlikely that two coaches will have to pass each other. However, it does not consider the fact that there are also HGVs entering and leaving the site. There is also significant LGV and car traffic using this access road and there is often insufficient space for two cars to pass due to the parking on one side of the road.

b) The proposed route passes through two gates currently closed. Stamford Storage advises the first gate will be secured every evening (although both the bus company and the industrial units will have access codes). The second gate will allow vehicles access through the site from the Western Access to the Northern Access and its security will be dependent on the bus company. This has the potential to impact on which access route will be used to access units on the site.

Particularly on the 10 new industrial units about to become active who potentially can also use the northern access route rather than the western access route detailed in their planning application. As the road is used by pedestrians, many of them mothers with pushchairs any increase in traffic flow on this route through the site would have a negative impact on the site safety.

#### 6) Increased Air and Noise Pollution. Particular concerns are:

a) The planning application states that all the buses are Euro III compliant. As this standard was superseded in 2005 by Euro IV, in 2008 by Euro V and in 2012 by Euro VI, it does not offer significant reassurance. Euro III emissions standard allows more than 11 times the amount of highly poisonous nitrous oxide than the current Euro VI. The occupants of the two residential properties as the buses leave in the morning will have 16 cold engines (and therefore even less efficient) waiting outside their properties between 0630 and 0700. Does this mean they are expected to keep their bedroom windows shut at night to avoid the noise and air pollution?

b) Within the industrial site the proposed extractor system for the maintenance shed will be running regularly and will cause noise and pollution.

c) During winter months buses are notorious for running engines to warm the vehicles before starting their journeys, again causing significant pollution and noise.

7) Increased Industrialisation of the village. The considerable increase over the last few years of small industrial units on the site has had a detrimental effect to the people living here. It has also had a significant impact on the traffic through the village. With noise and speed of particular concern.

8) Additional observation - in Paragraph 1 End User it states that 'The access to the current base is located in a 50mph stretch of the A6121'. This is no longer an accurate statement, as the access is now within Ryhall's 30mph speed limit.

#### Summary

Essendine Parish Council is not supporting this application because of concerns over;

- Noise and air pollution
- Health and safety of people using the site (particularly parents with children)
- Road safety
- Increased industrialisation of the village.