

# **J HADFIELD ENGINEERING SURVEYING**

## **Contents :-**

1. Introduction
2. Site Description and Development Proposal
3. History of the Site.
4. Recent History of Bretherton Coaches.
5. Working Hours.
6. Working Practices.
7. Landscape Impact Assessment
8. Conclusion

## **:- Appendices.**

A- Door Specification – (Hormann SPU F42, Page 82 – Acoustic Details)

## **1. - Introduction**

This Environmental assessment has been produced to support the planning application for the change of use at The Builders Yard, Fairclough House, Loud Bridge, Chipping,

It is to give the Environmental Health Dept of Ribble Valley B.C. an understanding of working practice and the change of impact on the surrounding area if the application were to be approved.

## **2. Site Description and Development Proposal**

The development site lies within the small group of properties known as Loud Bridge within the Parish of Chipping, within the Ribble Valley.

The present site has most recently been occupied by a local building company for the past 20 years in its present format, though the Family business has been there since 1910.

The proposal is to change the use to allow it to function as a coach operation center and repair facility, making a few minor changes to the exterior of the building to accommodate this.

## **3. - History of the Site.**

The site originated as a farm steading when purchased by the present owning family in 1910.

Originally the farming practices continued and then diversification shortly followed by going into joinery and smithy work followed along side the farm.

Joinery products included the manufacture of coffins as well as doors & windows. The smithy work led to them becoming wheelwrights, producing cartwheels etc for the local farms and businesses.

Later on from manufacturing poultry cabins for there own use on the farm, the family started producing cabins for locals then expanding further a field. On the back of the ability to manufacture cabins in their joinery shop, they started to produce cattle bodies for commercial vehicles in the 1950's.

As the business owners where from farming backgrounds as well as a lot of their employee's, traditional office working hours where not adhered to in the main.

## **J HADFIELD ENGINEERING SURVEYING**

### **4. – Recent History of Bretherton Coaches.**

Once redevelopment of there shared facilities at Broughton, a village on the outskirts of Preston, the Company acquired Chipping Garage in 2000, and have maintained vehicles their since. There have been no complaints from neighboring properties that immediately surround it and have had a good relationship with the village.

The coach company have an excellent reputation of both operating coaches and there properties they work from in respect of service and the general running of the business.

The majority of the maintenance work on the vehicles is done by the owner of the business single handed as well as spending time as a driver.

### **5. – Working Hours.**

The standard working week for the operation of coaches during School term time is Monday to Friday, 07:30 hrs – 16:30 hrs. for the school contracts

Once vehicles leave the site they often don't return until the end of the working day.

The standard working week for the repair & maintenance of the coaches during School term time is 09:15 hrs – 15:00 hrs in the main, though will continue until 17:00 hrs occasionally during term time and when required.

Out of school term time the repair & maintenance of vehicles will be 09:15 hrs – 17:00 hrs on days when required.

The operation of coaches out of school term time for holidays and day trips will vary though these will only involve one vehicle at a time.

Though in the main vehicles will operate within the previously stated time, very occasionally when returning from continental and longer distances within the UK, vehicles may need to enter the site to be parked up any time.

There will be no vehicle maintenance during night time hours as major engine / transmission replacements usually mean the recovery of the vehicle to the nearest manufacturers main agents to the location of the breakdown to be done.

## **J HADFIELD ENGINEERING SURVEYING**

### **6. – Working Practices.**

- All vehicle maintenance will take place inside the building.
- No vehicles will be left attended or un-attended with the engines running.
- No vehicles will be left with radio's on
- Vehicles will not be left running while the exterior of the vehicle is being washed off on the wash area.
- Vehicles will only be washed of in the wash area.
- Washing off of vehicles will not take place after 19:00 hrs

### **7. - Landscape Impact Assessment.**

The impact on the landscape and surrounding area is minimal, as the premises have been occupied by a building company for over a century.

The operation of coaches and the repair of will not increase any impact on the environment though measures against noise will reduce the present impact by the replacement of the timber sliding doors with modern roller section doors that are insulated, and the replacement of the metal sheet fence surrounding the Southern boundary with an acoustic spec timber fence to reduce the echo in the yard area.

### **8. – Conclusion.**

This statement should explain that the changes to the use of the site and the environmental impact on the surrounding area, if the approval for application is allowed, will be negligible if not significantly reduced with the proposed improvements to the building and yard area.