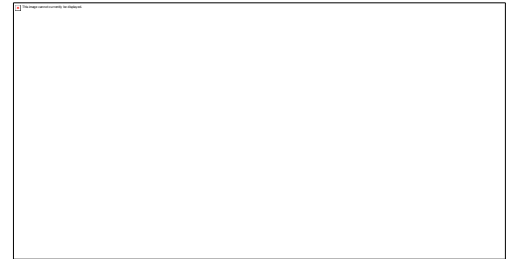


**TC Engineering Glossop Limited**

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Mark Ollerenshaw  
Planning Officer  
High Peak Borough Council  
Town Hall  
Buxton  
Derbyshire  
SK17 6EL

Application Number	HPK/2016/0520
Applicants Name	Sherwood Homes Ltd Mr A Wells Burrow
Location	Charlestown Works Charlestown Glossop
Proposed Development	Application for reserved matters for proposed residential development consisting of 97 dwellings and associated parking including conversion of existing office pursuant to outline planning permission HPK/2013/0597

**Background,**

TC Engineering owns and operates from premises immediately adjacent to the application site and our sole means of access is via the access proposed to serve the western residential element.

We have been operating from our current location for over 20 years, and have recently invested in improvements to our premises, including expansion of the workforce, reflecting the relative successful performance of the company despite the extremely challenging economic climate which we consider unlikely to improve in the near future.

TC Engineering specialises in the general manufacture of light and medium weight fabrications, which is our main source of business, we also provides specialist welding work. A number of heavy industrial processes take place as part of our everyday operation, with guillotine processes, press brake facilities, folding and pressing work as well as machine shop facilities which include turning, milling and slotting.

These activities take place within our main works building but some activity, predominantly the loading and unloading of vehicles also takes place within our yard. A large number of deliveries and vehicles movements take place. It is estimated that between 2 & 8 HGV vehicles a day visit the TC Engineering works, some of which are articulated (over 50ft in length), scrap metal skip wagons, delivery vans (transit size) and various small deliveries including the post office, parcel companies and local vendors. In addition our 2 TC Engineering delivery vehicles typically make 6-8 trips into and out of the works a day delivering components to local factories. The area immediately outside the main gated entrance is used by a significant number of these HGVs to manoeuvre / turn round to allow safe access back onto Charlestown Road following delivery or collection from TC Engineering.

The current hours of work of TC Engineering are 7.45 – 5.15 Monday to Friday with Saturday mornings 7.30 – 11.30 a frequent occurrence. The premises are not subject to any restrictions and the ability to operate for longer hours in the future is important in order to be able to respond to short-term demands.

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Approximately 11 employees work at the site, with a range of positions in managerial and skilled positions. Further expansion is expected over the next 2-5 years.

#### **Representations,**

TC Engineering does not oppose the principle of development or wish to prevent development altogether. Its primary concern is the impact of the proposed development on its current and future operation. In this context it has a number of concerns which are set out below.

#### **Noise and Disturbance Impact,**

The nature of our business means that there is a constant background noise from power and hand tools, in addition to potentially long spells of high frequency loud noise generated by hand held grinding equipment. As this is a fundamental part of the methods employed to manufacture goods it is impossible for this sound to be suppressed. We do not currently see this as an issue at present as the nearest residential property is some distance away, over 250 metres to the south.

It is likely that the high levels of noise would lead to unacceptable living conditions in the new development. Whilst it may be possible to address such issues through mitigation (such as acoustic fencing in appropriate locations or acoustic insulation to the properties) and through the layout by including separation zones / buffers between noise sources and sensitive uses without an objective assessment it is not possible to determine the potential impact and therefore the form of mitigation required as part of the development.

We are particularly concerned that if development takes place in the form shown on the illustrative plan, the residential properties located adjacent to its site in the converted building fronting Charlestown Road and too close the TC Engineering site access will be subject to high levels of noise, leading to complaints and pressure to control the existing premises, which may ultimately affect the operation of our business.

As there is only one access road for the development we suspect all properties will be subject to extensive disturbance during the day with HGV and other commercial vehicles accessing our site, and using the hammer head to manoeuvre prior to entering our site or the public highway.

We cannot identify where noise is referenced in the attached, supporting documentation, which suggest that proper attention has not been given to such an important issue. If a detailed noise assessment identifies a requirement to include a greater buffer between the residential and our premises we are not sure the current layout can accommodate it.

It is essential that this issue is considered carefully as if a noise abatement order was served on our premises a likely consequence would be job losses.

#### **Access,**

It is unclear whether the road and access have been designed to accommodate the type of vehicles which use it at present. Especially for HGV traffic turning from TC Engineering access road onto Charlestown Road.

There is no reference in the Transport Assessment to existing users (with legal rights to use the access) of the access and its suitability to accommodate these movements even though the proposals alter these arrangements. Clearly residential and industrial transport movements are very different in nature.

The level of parking to serve the apartments in the converted building is 1 per apartment. In a location which is not well served by public transport (with one bus service towards Glossop per hour at peak times), this is likely to lead to pressure for additional resident and visitor parking. Given the location of the apartments and car park access this is likely to take place on the access road and will affect the ability of larger vehicles to access our site.

We are surprised that the Highways team have reached a view that the proposal is acceptable in highway terms as we do not believe they have sufficient information before them to reach this view. As such we respectfully request that additional information be requested from the applicant to demonstrate whether the proposed access arrangements can accommodate the needs and

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requirements of our business that rely on this point of access, specifically can HGV vehicles safely access our business premises without impacting highway safety. This assessment should at the very least include the worst case scenario of for example two HGV's passing.

**Disruption,**

In order to construct the proposed access including the major works necessary to lay the drainage and service infrastructure associated with a major development it is expected that no access will be possible during specific periods. TC Engineering requires access constantly throughout its working day and due to the heavy nature of the deliveries which are brought to and taken from our site, it is not possible, nor safe to load or unload outside of our yard. Even if it were it would lead to large vehicles parking on the highway in what is a narrow stretch of a busy road presenting highway safety issues.

Given the circumstances we consider it is reasonable to request a Construction Management Plan be submitted as part of the planning application that at the very least explains how and ensures that unfettered access to our premises will be provided through the construction period.

**Other Issues,**

We have been advised that we have a legal right of access over our existing access, which lies within the application site. No notice has been served under Article 11 of the Town and Country Planning (Development Management Procedure) Order 2010.

The application does not appear to have been screened to determine whether it is EIA development in accordance with the EIA Regulations 2011.

**Conclusion,**

We believe we have identified a number of concerns relating to the proposed development, which have the potential to have a serious impact on our operation and future viability of our business. There is insufficient information submitted as part of the application to assess the full impact of the proposed development.

Whilst it may be able to satisfactorily address our concerns, in the absence of the necessary information, it is not considered to be possible to fully understand the impacts and therefore the degree and type of mitigation required.

On this basis we are advised that we must raise an objection to the application as it stands on the basis of the potential impact on our business operation.

National planning policy contained within the NPPF, other Governmental publications and ministerial statements are consistently clear on the importance of economic growth and the need to encourage economic development. A development which would impact on an existing and successful business is contrary to such objectives and further consideration of the proposals and their impact is needed.

TC Engineering reserves the right to make further representations depending on the outcome of further discussions with the applicant and in the event of the submission of further information.

Yours sincerely

Steve Birch

Director

TC Engineering (Glossop) Limited