
From: planningcomments@highpeak.gov.uk
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To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : HPK/2025/0394 Site Address: Stephanie Works Unnamed Road From Leaden Knowle To Tramway Track Chinley Derbyshire SK23 6BT High Peak Comments by: Nigel Bruce Rennison and Pamela Jayne Davies

From:

Lime Tree Cottage
13 Whitehall Terrace
Chinley
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SK23 6BS

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Submission: Objection

Comments: I would like to object to the planning proposal as I feel that as a resident of Whitehall Terrace, it will have a significant visual impact to residents and visitors to the area, an impact on the conservation area, significant noise impacts, will add to the existing traffic and parking problems and will add to light pollution at night-time with impacts for both residents and wildlife.

Design and Visual Impact

The proposed building will have a significant visual impact. The front and two side elevations of the building are visible from the houses in Whitehall Terrace and from the road. The view from the road and houses is currently that of a low-level office type building with white render and windows in the walls. The proposal would significantly change this and would mean this road facing aspect of the site and the appearance from the houses would become far more industrial.

The height of the building is substantially increased by almost 2 meters. The use of brickwork up to 1.6 metres high seems insignificant in comparison to the additional 5.26 metres of profiled metal cladding. This would have a sizable impact on residents who currently look out onto a low-level white rendered building with windows at eye level. Instead, they would now be looking at higher walls of uninterrupted metal cladding, as well as large goods doors.

The application details that brickwork up to 1.6 meters high will keep the look of the street. This is incorrect. The street is made up exclusively of 13 traditional gritstone residential properties each having stone walls and stone tiled roofs. On the factory site, the area visible to the street consists of a stone gatehouse with a tiled roof, a two-storey brick office building with a tiled roof (similar in style to a modern residential property) and the low level white single storey unit which the planning application relates to.

The plans of the proposed elevations of the new building are hard to understand. It is not clear which elevations have the large goods doors, what their purpose is and what will be accessing them. The description details that there will be no goods doors in both front and side elevations are visible from Whitehall Terrace and from the road.

Effect on Conservation Area

Whitehall Terrace is part of the Whitehough conservation area. Whilst the factory is not part of the designated area, the proposed building is right on the edge of the area and clearly visible to those who live in it and pass through it. This part of the factory site is currently more in keeping with the conservation area than the more industrial parts of the site which sit further back and are not visible from the road. The proposal details that it is to follow an industrial styling approach to the new building thus ensuring that the new development sits harmoniously within the context of the existing buildings. This is not the case with this road facing aspect of the factory site which is currently far less industrial than the areas that are further back on the site. The industrial look of the proposed building would be in direct opposition to the ethos of the conservation area and have a negative impact on the conservation area. Historically the factory was made up of brick and stone buildings, many of which are still part of the site, including the parts of the site that are not road facing.

Noise Pollution

The proposal will significantly increase noise pollution for residents. The current building is detailed in the planning application as an existing storage building; however, the type of storage that it is currently used for and how this will change is not specified. There are currently no very large goods doorways suitable for forklifts or other industrial vehicles and no such vehicles currently access the building from the front or side. It does not at present appear as a storage building that forklift trucks operate in and out of or as a drop off/collection point for large goods. Therefore, the noise associated with this does not presently exist in this area of the site. The noise from forklifts operating further back on the factory site is already noticeable, including during the night and the early hours of the morning. This is especially so when the vehicles are reversing and the warning alarm sounds. There is also already considerable noise at times from other industrial processes that operate further back on the site. Again, this also occurs during daytime hours as well as during the night and early hours of the morning. Further back on the site there are already large metal clad storage buildings, with large goods entrances with forklifts operating in and out all day long. The noise from this is noticeable to anyone using the Tram Trail that passes next to this area of the site. The proximity of the proposed building to the houses means that if such processes were to commence to happen from the building in question, this would mean a significant increase in noise for residents during the daytime and potentially at night. The document showing proposed elevations shows large goods doors in one front elevation and both gable elevations. This demonstrates that the proposed unit is to be used for larger scale, and therefore more disruptive, storage resulting in an increased and unacceptable level of noise. Forklifts and personnel would need to access one of the gable end doors via the front car park which would be especially noticeable. The metal cladding that makes up most of the proposed building and large goods entrances would offer little sound insulation against activities within the building.

Overall, the proximity of the building, its proposed use and the materials it is made from would most likely mean a substantial increase in noise for residents.

There is also frequent noise from shift workers using the car park at night and early morning. The proposals show an increased number of parking spaces located around the front. This is likely to increase noise levels at shift changeovers.

Traffic Issues

There are already significant parking and traffic issues on the road because of factory workers parking on the road and lorries arriving and leaving. The proposals show that the number of parking spaces remain the same, however vehicles currently park all around the front of the building, including in front of the larger wooden entrances to the left of the plan. At the time of writing this there are 9 vans and cars parked against the building. The plan shows three spaces and is therefore incorrect, as this would mean that there are currently at least 30 spaces. Additionally, the proposal indicates that there will be two additional employees because of the building, which will impact on parking on the road further. The spaces around the back of the proposed building seem from the plan to be inaccessible. No account appears to have been taken to the pressure on street parking during the building works when parking on site will be far more limited.

Light Pollution

The proposal indicates 10 roof lights. If lights are left on during the night, as happens in the lorry park and in other factory buildings, this will substantially increase light levels at night-time and have a negative effect on residents and wildlife. There are nocturnal animals including bats in the area and this will have an impact on them.

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