EP HPK/2012/0458

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Planning Application HPK/2012/0458

1 message

Charles L Smith <charles37smith@gmail.com> Wed, Sep 5, 2012 at 3:33 PM
To: planning@highpeak.gov.uk
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HIGH PEAK BOROUGH COUNCIL
POST ROOM
REC'D - 7 SEP 2012

Development Control Section
Development Services
High Peak Borough Council
Town Hall
Buxton
Derbyshire SK17 6EL

Sir,

This submission responds to HPBC letter dated 28 th August 2012 concerning The Proposed Development of a two storey house on Morland Road, Birch Vale.

Within the options for comments etc on the HPBC on-line document, I am obliged to choose the one for an objection, BUT I would like to make it quite clear that I do NOT object to the proposed house, but only to the introduction of a Passing Place (at least, in its present form). I am quite neutral about the building of a new house.

1. The Applicant seems to be a little confused about the correct name for the location of the Development. Morland Road, Moorland Road and Moorlands Road are variously used in the Application .My understanding is that the first of these is the correct one, although the second is a common variant (used on the recent HPBC letter). The last option Moorlands Road, is novel.

2. Is the answer to the first part of Question 6 correct?

3. I begin by challenging the need for any Passing Place in so far as the present usage of Morland Road is concerned. Despite the wide variety of vehicles that use the road (public services, commercial and private) there is courteous and common sense accomodation between residents; give and take works without any fuss.
It is true that entry into Morland Road at its junction with A6015 can occassionally involve a short wait on the main road if a vehicle is approaching down Morland Road, but this inconvenience could be almost entirely eliminated if vehicles were not parked within the widened exit of Morland Road. Such parking beyond the yellow lines is wholly within the law, I think, but it is unlikely to be what was intended when the widened exit was created. A greater problem and risk, is the illegal double yellow parking on A6015 to the immediate right of the Morland Road exit, and the recent and new common practice of private cars and small commerciall vehicles parking on the adjacent footpath, for long periods eg all day, thereby limiting an exiting driver`s view.

4.If HPBC decides that a Passing Place is justified then please may the following be addressed.

4.1 The proportions of the Passing Place shown on the Applicant`s Plans seem gross, in proportion to other features and the general ambiente of Morland Road. Even rather larger properties than the proposed one do not have or need anything similar for entry. Does the Passing Place really need to absorb so much precious verge?
My understanding is that a `verge` is part of a `highway`, and therefore it is not within the orbit of the Applicant to determine its surrender for the Passing Place. Is not HPBC anxious to preserve verges, rather than sacrifice them for questionally valid purposes, such as the present one?

4.2 Much of the proposed Passing Place is within curtilage of the proposed house ie is owned by the Applicant (and presumably Successors). Will the proposed use of this `private land` need to be enshrined in a bye-law or similar, to prevent its status being changed such as to limit its public use in future?

4.3 Does Passing Place imply only unidirectional use i.e. by vehicles travelling forwards, up or down Morland Road, or will vehilces reversing down the Road be entitled to use the Passing Place, up to the proposed gates, to effect a three point turn allowing them to continue forwards, down the Road?

4.4 Will those living in the new property be able to restrict the use of the Passing Place by introducing a chain or rope, broadly in line with the present verge/wall interface?

5. `Large` vehicles working on the site, and those bringing supplies to it must not be allowed to use the verge opposite to the entrance of the new house to ease turning access, in or out. Erosion of that verge is a very real risk.

6.The verge opposite to the site must not be used for holding building materials or anything associated with the new building work, even for short periods of time.

7. It is a near certainty that vehicles servicing building of the new house will seriously erode an already very fragile surface (by low-gear positioning and sharp angle turning). Who
is to be contractually responsible for reinstatement of the road surface.

8. The Application speaks of reinstating three of the cross drains in Morland Road, and this is welcome of course, but it is unlikely to be more than a short term palliative to the drainage issue.
Has the Owner of the field into which the drains exit been consulted? A previous Owner very effectively sealed the field exit of what the Application labels NO 1 drain, as I know from my own frustrating attempts to reopen it. Not all land owners welcome water being drained into their fields. There is a purpose-built stone land drain about 10 meters inside the wall, and parallel to it, running from the boundary wall of Moorland House to The Grouse car park. Drain 3 has an excellent link between it and this land drain, wholly created by a Resident a few years ago, although like all drains, it needs regular attention, and sometimes anno domini intervenes!

I repeat, that I am NOT hostile to the concept of the new house, but I am so to the introduction of a roadside feature which is so large, absorbs so much green verge, and is alien to the character of Morland Road.

Yours respectfully

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