

HPK/2015/0324

Barber, Teresa

From: Alan Dunn <[REDACTED]>
Sent: 04 July 2015 16:41
To: Planning (HPBC)
Subject: Fw: PLANNING PROPOSAL > CAR SALES > BRIDGEMONT VILLAGE

On Saturday, 4 July 2015, 16:14, Alan Dunn <[REDACTED]>

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

Dear Sirs/Madams

APPLICATION No. HPK/2015/0324

APPLICANTS NAME : Treville Properties Ltd
MR G CULLEN

LOCATION : Land adjacent to 32 BRIDGEMONT, WHALEY BRIDGE

PROPOSED DEVELOPMENT : Change of use to car sales

I write to express concerns with regard to this application for a car sales business in the midst of our residential village of Bridgemont.

Since this car trader has been operating from here (I assume on a casual basis) for some months, I have had a fair opportunity to gain an accurate picture of a car sales pitch, in this location - in reality, rather than just arrive at a view based on the content of a planning proposal.

My first instinct was to keep an open mind on this, so as to see what would be involved. Indeed, It appeared initially, to amount to just a half dozen vehicles, neatly lined up and off the road, with prices in the windows - I was advised it would remain so.

I was also given to understand the owner of the site had been declined permission for two small dwellings, so perhaps understandably, seeking alternative (profitable) use of the ground.

However, with the venture up and running over time, there are now many more cars, within the car lot area, and some on the street, extending to the junction.

This is a small residential village (a hamlet, really) and I have come to the view that the car business has an overall detrimental effect, dominating the cul - de - sac.

-It is damaging to the appearance and character of Bridgemont village.

-Requires additional traffic to turn near the Bridgemont Mission Hall, which presents an additional potential risk to the children attending the daytime nursery there.

-An increased number of cars parked "for sale" at the Bridgemont Junction end - although to be fair, it should be pointed out that a few cars were positioned for sale there, previous to Mr Cullen's venture.

-An untidy appearance at the sales forecourt site itself, especially since the increase in the quantity of vehicles, and the introduction of a caravan office.

I have examined the planning applicant's notes accompanying the application in detail, and I refer to just one of these ... "the site was previously used as a car park" ... (Dog and Partridge public house) ... "there would therefore be no perceivable change in the use or appearance of the site..."

IN RESPONSE to this, I would suggest that the perception of many Bridgemont residents is reality tested, having experienced the impact of the car lot on the village already.

There is a small industrial estate area at the far end of Bridgemont, suitably located, well out of the residential part of the village area. I do not believe it justified (nor do I think it's appropriate) to allow the village to become an extended industrial site, whether or not the car lot business would involve further extension/development, beyond the current situation.

Yours Faithfully,

Alan Dunn