

Mr N Horton
Clerk To Staveley And Copgrove PC
20 Low Field Lane
Staveley
HG5 9LB

Our ref: DCPARISH 6.70.
19/04806/FUL

Your ref:
Date: 22 January 2020

PARISH COUNCIL NOTIFICATION - PLEASE RETURN NOT LATER THAN 15 FEBRUARY 2020

APPLICATION NO: 6.70. 19/04806/FUL

PROPOSAL: Retrospective application for the erection of automated gates and gate posts.

LOCATION: Orchard Corner Arkendale Road Staveley HG5 9JX

GRID REF: E 436839 N 462469

APPLICANT: Mr Allon

PUBLIC ACCESS:

<https://uniformonline.harrogate.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q16DAXHYL3O00>

Please be aware that in a small minority of cases some documents will only be available 24 hours after the issue of this letter, therefore please do not formulate your response until you have been able to access all the information. .

If you require any further information or assistance about this particular application please contact the case officer whose name can be found on Public Access within 3 working days of this letter. Please email using the convention firstname.lastname@harrogate.gov.uk.

Please indicate A, B, C or D as appropriate and input and number any comments below.

A The Parish Council has no objections.

B The Parish Council objects on the planning grounds set out below:

C The Parish Council does not object to or support the application but wishes to make comments or seek safeguards as set out below:

D The Parish Council supports the application.

Date of Response ...29th January 2020

There is no need to sign this consultation response

Staveley and Copgrove Parish Council object to this application on the considerations of highway safety and the siting and scale of the development.

There are a number of points within the Design and Access Statement with which we disagree:

1. There have never been any gates across this driveway and so the automated gates are not a replacement. The house in question has had 3 previous occupants, two of whom were elderly widows who had no issues with the "relatively secluded and unlit" nature of this section of road and given the field opposite is currently having four properties built on it this section is far less secluded than before.
2. The scale and position of the gates is stated as "not overly exaggerated", however the reference to gates within the village are in relation to The Grange, a listed building in the heart of the village which is of significant size and importance. The gates at The Grange are, in our opinion not comparable. No other property in the village has gates of such proportions nor do any completely obscure the house behind.
3. Most importantly though is the issue with access. Although the proposal retains all existing access it also prevents the occupants from parking more than one car on their driveway due to the reduction in parking area and due to the need for the gates to open outwards hence preventing a car being parked on the outside of the gates, off the road. This has resulted in at least one car being regularly parked half on the grass verge and half on the road outside. Due to this the verge has suffered damage as can be seen in the applicants own submitted photographs.
4. This section of road which has no pavement, is used daily by many dog walkers accessing the various footpaths around the village and pedestrians are forced into the middle of the road in order to pass the parked car(s). As mentioned by the applicant, this section of road is not lit. Along Arkendale Road, the houses have open access and there are no other instances of cars being regularly parked across the verge and the roadside.
5. Vehicles leaving the village are also required to pull out to pass the parked car(s) and as visibility in this direction is limited at this particular spot due to the slope of the road a little further on there is, in our opinion a vastly increased chance of accidents.

In summary this road is on a regular bus route and due to the automated gates causing additional vehicles to be parked on the road the proposal is making what was previously a relatively safe road into an area of considerable risk for motorists, pedestrians and buses.