Pingle Bank Planning

Points made at the public meeting

1. **Footpath**.
2. Narrow Road cannot accommodate 1.8m footpath and still be a satisfactory Road width, it would reduce to 4.3m at the narrow end. This is contrary to the recommendations in the Huntingdonshire Design Guide.
3. The footpath should actually be 2m according to the Design Guide.
4. This is a bus route. 415 bus (Wednesdays only) would need to be able to get through and road should be 7m according to Design guide.
5. Access for emergency and farm vehicles, especially to airfield. (Fire risk)

iv. Loss of amenity for homes without their own parking spaces and those using the roadside to park when visitinghomes along Pingle Bank. No suitable alternative parking places are available. At least 4 homes currently require disabled parking.

v. Possibility of *adverse possession* being invoked - people have parked here for years.

vi. 2 homes on Pingle Bank do not actually have any spaces for off road parking. There is nowhere local for them to park other than on Pingle Bank.

vii. The crossing point over the top of Pingle Bank is dangerous and far too close to Station Road, and also on a bend which is not acceptable according to the MfS. The crossing point must be perpendicular to the kerb, therefore further South, to be safe.

viii. Possibility of rerouting footpath to the west via the Old Coal Yard site?

1. **Pedestrian Crossing point, Station Road**

**2 issues- location and type**.

**Location**

1. Proximity to the bend. Visibility is compromised.
2. Fast road – V85 is 32mph. (30mph limit). High speeds up to 80+ are recorded occasionally.
3. Health and safety audit should take place. If there were to be an accident here who would be responsible?

Are Police highway safety people consulted?

1. Per *Manual for Streets* stopping distance is 40m from sight point and the crossing point should be far further west.
2. Joined up approach with old Coal Yard scheme is desirable.

**Type**

1. Any crossing **must** be prominently marked, signed and lit – suggestion of solar Belisha beacons and zebra crossing, if not a full Pelican or Puffin crossing. Safety is paramount. Particularly when approaching from the East.
2. Traffic calming could be an option.
3. Pedestrian safety is paramount.
4. **Ecology/Environment plan.**
5. Possibility of bins not being emptied because of access problems around new estate – solve problems before they occur.
6. What is the grassland area for? It is not clear what use is intended. (Design Guide). If this is not a playing field then it will become a dog fouling area and this is not acceptable. If a play area is any equipment being provided?
7. Ball games against the wall of plot 14 could be undesirable.
8. Who is going to maintain this area and enforce the replacement of dead/dying plants and cut the grass and hedges etc.? Danger of this area becoming an eyesore if this agreement (with ?) is not properly structured.
9. Street lighting. None is shown. Is any intended? Dark skies are important here.
10. **Design.**
11. It is difficult to appreciate designs on line drawings, colour would be helpful.
12. Layout of estate is unimaginative and in straight lines/grid iron pattern, old fashioned and promotes no sense of community or place.
13. Urban layout for a country village is not appropriate.
14. What is the purpose of the narrowing of the spine road outside plots 18 and 19 and if this is for speed control why is this not also employed outside plots 24 and 25?
15. 3 homes have parking spaces at the rear which may encourage parking on Pingle Bank as these are not so convenient to use.
16. There are timber fences shown which should be brick walls (plots 1, 4, 5,14, 15, 17) (Design Guide) and the dividing fences at the road frontage are not needed and unsightly, as well as possibly impeding the view for turning/emerging vehicles.
17. Individual houses all look very similar. There needs to be a variety of styles, using features such as gables, dormers, porches and canopies to make them more interesting as well as some variations in materials, doors and windows to break up the sameness.
18. This is a lost opportunity for some good and creative design which could enhance this area.
19. Visitor Parking reduced to 8 not 12 spaces. More (6?) could be provided along the southern side of the spine road which would help accommodate extra vehicles.(expected 2 per house plus at least 3 in the bigger houses, maybe trailers and caravans as on Pingle bank and visitors, deliveries, tradesmen etc. Need to avoid people parking on the roadside and stopping through traffic i.e. bin lorry.
20. Is this to be an adopted highway?

General points:

Noise from airfield – loss of buffer of the sheds which may make the noise level unacceptable both here and in the village. Mitigation?

To request meeting between planning officers for Old Coal Yard and Pingle Bank to ensure joined up approach to Crossing point and footpath.

To request meeting between HPC and planning officer/Members of DMC to show exactly the problem with the proposed crossing point.

Method of heating?

To consult Marge Beutell re bin emptying and how to avoid problems

Plan is wrong as marked Long Drove where it should be Station Rd

ECMain Line is not disused!