

Planning Directory
Chatham County Planning Department

Dear Mr. Megginson.

The following statement is on behalf of the Bradford Place Homeowners Association in regard to the Barber Lands Subdivision which we would like to become part of the record.

Of particular note is point Number Three respectfully requesting members of the Planning Board and staff come to Fearington Village to see first hand the configuration of the elevation, curves and existing points of access for South Langdon. Only in this way can one get a true picture of how McLean land traffic would create severe traffic and safety consequences for all driving or walking along it.

Sincerely,

Uzal H. Martz, Jr., Treasurer
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STATEMENT OF BRADFORD PLACE HOMEOWNERS ASSOCIATION

We are writing in connection with the Barber Lands Subdivision Sketch Plan which will be on the Planning Board's Agenda for its July 10, 2007 meeting. The following points will be supplemented by a formal statement to be personally presented at this Board meeting:

FIRST, we continue to commend the Board on its open and constructive process. Following through on your suggestion at the June 5, 2007, meeting when this application was postponed, R. B. Fitch and his support group meet with residents of Bradford Place and Langdon Place to resolve our concerns about the traffic and safety issues posed by the proposed ingress/egress to the Knolls Development halfway up South Langdon. We are pleased to report, as will also be conveyed to you separately, that he has agreed to restore that ingress/egress to Millcroft. We again applaud his responsiveness to the concerns raised by residents of Fearington Village.

SECOND, we continue to be deeply concerned by the staff recommendation for a 60' public right-of-way road access to Barber land from the McLean lands. This would result in an immediately devastating impact on the viability of the Barber Lands development. It also would create undeniably serious safety consequences for traffic and walkers arising from the funneling of upwards of 2,000 vehicles a day through Barber's development, down South Langdon and out through Fearington Village.


These concerns would be exacerbated by the multitudes of heavy construction and work vehicles into and out of McLean during the inevitably long construction period. We can personally attest to the sincere efforts of R. B. Fitch in maintaining the safe operation of his own and contractor vehicles throughout Fearington. While he can do likewise for the construction periods for the Barber and Knolls development, he can not do so for the McLean construction related traffic.

We note that there are valid considerations regarding utility, water and emergency access to McLean for fire, police, emergency vehicles, etc., as proposed by Barber. However, completely independent of these considerations, there is ample reason to believe that the McLean lands are not as landlocked as represented, and thus are not in need of any "possible road connection" through the Barber Development. While we understand the theory of connectivity, we do not feel it was its intention, nor should it be that of the Planning Board, to ruin the character and property values of all of the property owners in an existing community just for the convenience of another property owner.

THIRD, we respectfully request members of the Planning Board and staff come to Fearington Village to experience first hand the foresight of R. B. Fitch's master plan's roadway system. It was designed to maintain the character of a rural village with parks, lakes, ponds, streams and open fields by the way traffic flows via the Village Way and Weathersfield access points with 15-501, thence branching along East Camden, Millcroft, Spindlewood and Beechmast. All of this would be virtually destroyed by funneling McLean land traffic through it.

We look forward to the opportunity to join with the developers for such a visit enabling you to experience this overall grand design and to walk the 1/4 mile length of South Langdon. This road's elevation and curves, combined with the two access points into Langdon Place, were not designed to be a throughway for the likes of McLean land traffic, which would create severe traffic and safety consequences for all using or walking on it.

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