

Objection/Concerns

Reserved Matters relating to Planning Application DC/0614/RM

Firstly, we are very concerned that, as far as we are aware after speaking with neighbours, only one household that we know of has received an official notification from the Planning Office regarding these amendments to the original application. As any changes to the estate that Persimmon are building could have an impact on the residents of Boyton Hall Estate, surely we have a right to be made aware of them, before they happen? If so, why haven't we been informed?

Secondly and we know this is a debated issue, we were told at a meeting at some point around 2009 when the new estate was being planned, that Ann Suckling Road would not be joined to the new estate – this was also understood by other residents.

Our objections to Ann Suckling Road (*AS Road*) being opened up for all types of motor vehicles are:

(1) **Safety**

Multiple parked cars at the, now narrowed, junction to Wrattling/Haverhill Road make accessing/leaving the road very dangerous (one of us narrowly missed a head-on with a vehicle coming into AS Road). With around 1,100 houses being built on this phase, it would be reasonable to conclude there would be a much increased volume of cars utilising AS Road as access, as well as additional delivery vehicles. This would be on top of other drivers bringing their children to the new school or visiting the shop(s) and journeys of the existing Boyton Hall Residents. People will choose the shortest route possible, it is just human nature. **Surely routing traffic to utilise Orbell Avenue, the relief road and roundabout would make more sense? Roundabouts help the flow of traffic and this would minimise queuing.**

(2) **Health / Environment**

Numbers of queuing cars with engines running whilst waiting to get out of Ann Suckling Road – there are Persimmon houses now built very close to the road at the end of AS Road (so it is single file queuing and the parked cars), they are literally a few feet away from the kerb. Pollution from engines keeps being cited as a major cause of pollution, this would just add to it (and we are not all able to afford electric cars).

(3) **Noise**

We have previously said in communications that Boyton Hall Estate has been here since the early 80's and we have enjoyed having a peaceful estate – it is good for our health and well-being. The noise level will increase (from the new estate in general) but also from traffic using AS Road. There is a steep gradient on the road and cars do speed down it. Traffic calming measures have been mentioned, but any vehicle made to slow down will then accelerate to make up for being slowed down – this will increase noise (and pollution). There is also the concern that plans show pedestrian and cycle paths coming from the new estate to cross over into Boyton Hall Estate – increased traffic is a potential danger to the safety of these points.

(4) **Security/Access**

There is one access to Boyton Hall Estate, this makes it not so attractive to criminals and stops 'rat-runs'. Having only one access to an estate is not a problem and many do only have one (Hales Barn, Chapple Drive for instance). If planners need to have two, use a rising bollard at the point AS Road joins the new estate – this will also allow buses and emergency vehicles access (as we were told it was going to be). We haven't seen any response from the Police/Crime Officer regarding this.

(5) **Timing – build of By-Pass**

The Northern by-pass seems to be of secondary concern to Persimmon. Why are they not putting this in place to facilitate access to this phase of the build? Even if it is built to the point of the roundabout adjoining this phase first, it would give their lorries etc., safe access to the site. AS Road cannot cope with heavy articulated lorries accessing the site from the south and we would hope that any planning consent puts a stipulation in place banning access on this route.

In short we would ask that AS Road not be linked up to the new estate for all vehicles, but to install a rising bollard to allow access only to buses and emergency vehicles.

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