

  
**Reference; 18/00119/FUL**

21<sup>st</sup> March 2018

Dear Sir,

I acknowledge receipt of your letter and thank you for informing me of the above application to develop the land currently protected by policy OL4 of the Councils plan, for 5 detached houses along with an opportunity to raise any concerns. I have in the main no objections in principal to the proposed scheme, however I do have a number of real concerns in respect of highway safety, access matters and I trust the following points will encourage them being re-evaluated as the most suitable for all concerned.

1. I would suggest that access to the development should be taken from Grove Street which has properties only to one side of the highway and therefore less on street parking. As this is proposed for the construction period only. It seems sensible to make this the permanent access road as it also benefits from footpaths to both sides and a greater road width, in addition it has a more immediate access to the wider road network via Newmarket Road thus making this, a significantly more suitable choice
2. The access to the development that is currently being proposed to be taken from the end of Lindisfarne Road. It should however be noted that Lindisfarne Road has no footpaths to either side. On which many residents park in addition to their driveways. This it-self creates existing access issues especially when bins etc, need to be collected and I would suggest Lindisfarne Road was never envisaged to be extended to accommodate further development. Hence having a turning head between numbers 27, 28, 29 and this would be totally inappropriate to serve the proposed development
3. With the currently proposed access arrangements from Lindisfarne Road will also mean the Public Right of Way at its head is significantly compromised, being crossed immediately between numbers 28 and 29 of Lindisfarne Road, both of which have front gardens and abut the same Right of Way, with mature gardens, hedging and trees, so creating limited visibility for road users. I therefore have grave concerns regarding the safety of the many pedestrians and cyclists who constantly use the route
4. Moreover an access from Grove Street alleviates this issue by allowing traffic movements to be accommodated without crossing the Public Rights of Way and as such giving safer access for all and the continuation in encouraging residents of the existing estate to use the Right of Way, as a safe route to access sustainable travel methods such as catching the bus from Newmarket Road.
5. Again accessing via Grove Street would place the turning head at the opposite end of the scheme and so allow for a more aesthetically pleasing of the plots between Lindisfarne Road and head of Grove Street. In my opinion this is significantly more consistent with the local character of the area
6. The scheme as shown calls for a turning head to the frontage of plot 5, this in turn means it's being set back, which then makes it at odds with the adjacent property at the head of Grove Street and not being in character with its surroundings in the area.

Yours sincerely



