From: [redacted]
Sent: 30 June 2026 07:22
To: East 2
Subject: [redacted] - DC/24/1196

[redacted]

Dear Sir or Madam

I am writing regarding the above planning application, subsequent appeal and last minute changes. I am wholly opposed to this development and would seek the Planning Officer's rejection of this Application by A2 Dominion on the following basis.

I have lived within 250 metres of the proposed development for 40 years and know the proposed site better than almost anyone.

Accessibility.

Access to the site has been revised at a very late stage which suggests to me that the Appellant had no real regard for the accessibility or the impact on the locale. If they had it would have been included in the original application. Drip fed changes imply an application by stealth.
Bax Close was never designed to have a bolt on housing estate added to it. Access is limited by width of 6.4metres at the 120 degree left turn into the last section of Bax Close. Lorries of 20 tons will not be able to turn in without mounting pavements or gardens. Articulated vehicles even more so. 2 cars will be able to pass but not if neighbours legally park outside their houses.

Oak Tree TPO.

To get round preserving the Oak Tree and it's TPO a late amendment to raise the road level to create a 1 in 10 gradient from a perfectly existing flat road. The Appellant's own amendment in appeal in Appendix F indicates that the roots may not be protected and there would be a possibility that T2 may be removed. Plus there is mention of pruning T2. Surely this will weaken and already distressed Tree.

Raising the level of Bax Close access onto the proposed site.

A 1 in 10 ramp is proposed from a flat road. Issues here are bottoming out with either vehicles with low exhausts and gear boxes, long vehicles scraping the end of the vehicle as the front rises up.
A vehicle rising up a 1 on 10 gradient will mean increased poor visibility as the vehicle crosses the existing footpath with pedestrians including children are crossing. A recipe for an accident.
Coupled this with blind visibility from the footpath to the road.
An extra 30 homes with c100 vehicle movements a day will put even more danger to the pedestrians walking on the footpath.
New Town Road was also not designed to have increased traffic using it. There are pinch points where even 2 cars cannot pass let alone a car and lorry or even worse 2 lorries. There is absolute evidence of this.

Drainage changes given 1 in 10 gradient access.

With increasing amounts of rainfall in Winter months and flash downpours in the Summer rainfall coming off a 1 in 10 gradient will mean water will travel at much faster speeds with potential flooding issues.

Overall the late amendments by the Appellant have not been fully assessed by HDC regarding access, TPO and Highwsys.

Thank you for reading my objections.

[redacted]
6 Warren Croft
Cootham
RH20 4BE

Sent from Outlook for Android