

AMENDMENT SHEET

**Planning Committee
30 June 2016**

AMENDMENTS OF CONDITIONS AND REPRESENTATIONS RECEIVED

7.1 160192 – Balcerne Hill, Colchester

An additional slide is attached (Appendix 1) showing the Town Centre Colchester cycle map.

Also attached (Appendix 2) is a Road Safety Audit plan for the proposed bridge at Balcerne Hill.

7.2 151885 – Axial Way, Colchester

Drawing Nos to be added to Condition 2

PH-106_002 REV G, PH-106-003 REV H, PH-106-004 REV H, PH-106-031 REV C, PH-106-037, PH-106-038, PH-106-039, PH-106_005 REV D, PH-106-007A, PH-106-008 REV A, PH-106-009 REV B, PH-106-010 REV B, PH-106-013 REV B, PH-106-015 REV C, PH-106-016 REV B, PH-106-017 REV C, PH-106-018 REV B, PH106-019 REV D, PH-106 -022 A, PH-106-023 A, PH-106-024 A, PH- 106-025 A, PH-106-026 A, PH-106-027 A, PH-106-028 A , PH-106-029.

Further clause to the legal agreement

- H) The Public Open Space (POS) shown on the submitted layout drawings to be secured for use by the public in perpetuity. The POS to be laid out in accordance with a scheme, including implementation timetable, to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of development. The POS to be available for use by the public in accordance with a timetable to be submitted to and approved in writing by the LPA prior to the commencement of development. The POS to be managed by a Management Company in accordance with details submitted to and approved in writing by the LPA prior to the commencement of development.

7.3 160551 – Rowhedge Wharf, High Street, Rowhedge

Drawing Nos. to be added to Condition 2

1088.L.03A, L.001.L.STREET SCENES, HR . RH D(L)V2, HR . RH – F, HR . RH - F (2), HR . RH - F SP (2), HR . RH D(L)V2 (2), HR . RH G, HR . RH - A(L), HR . RH G (2), HR . RH - A(L + WC) (2), HR . RH - A(L + WC), HR . RH D (L) (2), HR . RH E (2), HR . RH D(L)V2, HR . RH E (L) (2), HR . RH WORKS and HR . RH - A(L) (2)

New condition

No works shall take place until details of a scheme showing pedestrian /cycle link/s from the site to the adjacent residential development, to the east, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of any dwelling and thereafter maintained.

Reason: In the interests of promoting sustainable development and transport.

Essex County Council as lead Local Flood Authority has raised no objection subject to the following conditions:-

Condition 1

No works shall take place until a detailed surface water drainage system for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented prior to occupation.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment.

Condition 2

No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

Reason: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Condition 3

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason: To ensure the SuDS are maintained for the lifetime of the development as outline in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

Further clause to the legal agreement:

- The Public Open Space (POS) shown on the submitted layout drawing to be secured for use by the public in perpetuity. The POS to be laid out in accordance with a scheme, including implementation timetable, to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of development. The POS to be available for use by the public in accordance with a timetable to be submitted to and approved in writing by the LPA prior to the commencement of development. The POS to be managed by a Management Company (or other arrangement approved in writing by the LPA) in accordance with details submitted to and approved in writing by the LPA prior to the commencement of development.

7.4 160608 – Eastwood Service Station, Ipswich Road, Colchester

Condition 2 – add 5274-D-PS to the approved drawings.

Additional Conditions.

- 16 - The landscaping details as shown on the approved drawing (5274-D-PS) shall be carried out in full prior to the end of the first planting season following the first occupation of the development or in such other phased arrangement as shall have previously been agreed, in writing, by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die, are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority agrees, in writing, to a variation of the previously approved details.

Reason: In order to ensure that there is a sufficient landscaping scheme for the development where there is insufficient detail within the submitted application.

17. Prior to the commencement of development, all trees, shrubs and other natural features not scheduled for removal on the approved plans shall have been safeguarded behind protective fencing to a standard that will have previously been submitted to and agreed, in writing, by the Local Planning Authority (see BS 5837). All agreed protective fencing shall thereafter be maintained during the course of all works on site and no access, works or placement of materials or soil shall take place within the protected area(s) without prior written consent from the Local Planning Authority.

Reason: To safeguard existing trees, shrubs and other natural features within and adjoining the site in the interest of amenity.

18. No burning or storage of materials shall take place where damage could be caused to any tree, shrub or other natural feature to be retained on the site or on adjoining land (see BS 5837).

Reason: To protect the health of trees, shrubs and other natural features to be retained in the interest of amenity.

7.7 161099 – Land at 23 Belle Vue Road, Colchester

Councillor Rosalind submitted a formal call in form which raised concerns that were expressed by a neighbour. This is attached as Appendix 3.

Another **three** letters of objection have been received which make the following points:

- The revised application seems to share many of the same problems with the original application. Building would be located very close to the neighbours, giving a "terraced" feel to the block. The building would be relatively close to the street, not only reinforcing the overbearing terraced feel but also blocking a very nice view out toward the horizon across the street.
- Application seems to include a bricked in parking area in front and loss of garden wall. The gardens in the fronts of the houses along Belle Vue Road are a feature: it would be a shame to lose this "garden feel" since it is characteristic of the street.
- The plot is very narrow for the conceived building and the parking requirements make an additional house untenable within the "garden feel" of the street. 800 mm gap between it and the adjacent property (number 25) severely restricting access for maintenance in the future.
- concerns about the planned provision for off-road parking for both the existing and proposed new building, two vehicles on each would create an open car-park effect which is inappropriate and undesirable, and any alternative leads to likely on-road parking

- Belle Vue Road is a main bus route and any additional on-road parking will increase the problems that buses experience in negotiating an often congested road.
- support the views put forward by neighbours in their input to the planning process. The issue is not one of objection in principle – it is to the totally disproportionate scale of the proposed development which is of concern, coupled with the obvious slipshod approach which has led to the errors in plans initially submitted.

7.8 152814 – University of Essex, Wivenhoe Park

1. Wivenhoe Town Council have confirmed that they no longer object to the proposal:

“Following the visit to our Planning Committee by the University’s architects the Town Council now understand better what is being planned and wish to advise you that their concerns have now been addressed. However they wondered if a condition could be put in the decision referring to the use of the sports hall and that if it was reverted any time to a theatre this would have an impact on traffic.”

[Officer Comment: The change of use of the building to a theatre would require planning permission in its own right. Theatres are classified as a sui generis use in the Town and Country Planning (Use Classes) Order 1987, so they do not fall within a use class where permitted development rights for changes of use may apply. Therefore, a condition restricting this use is considered to be unnecessary.]

2. Proposed amendment to Conditions 11 and 12 (BREEAM rating):
Following discussions with the Agent, there are concerns that, due to the large open nature of the sports hall, a BREEAM rating of Very Good may be difficult to achieve. Core Strategy Policy ER1 encourages non-residential developments to achieve a minimum BREEAM rating of ‘very good’, it does not set it as mandatory. In view of the fact that positive steps are being taken to meet the 15% on-site renewable energy generation encouraged by policy ER1 (via heating, air conditioning and photovoltaic panel technology), it is considered reasonable to reduce the BREEAM rating requirement to at least a ‘good’ rating. The conditions are therefore amended to read as follows:

Condition 11

No works shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve a final BREEAM rating level of at least Good.

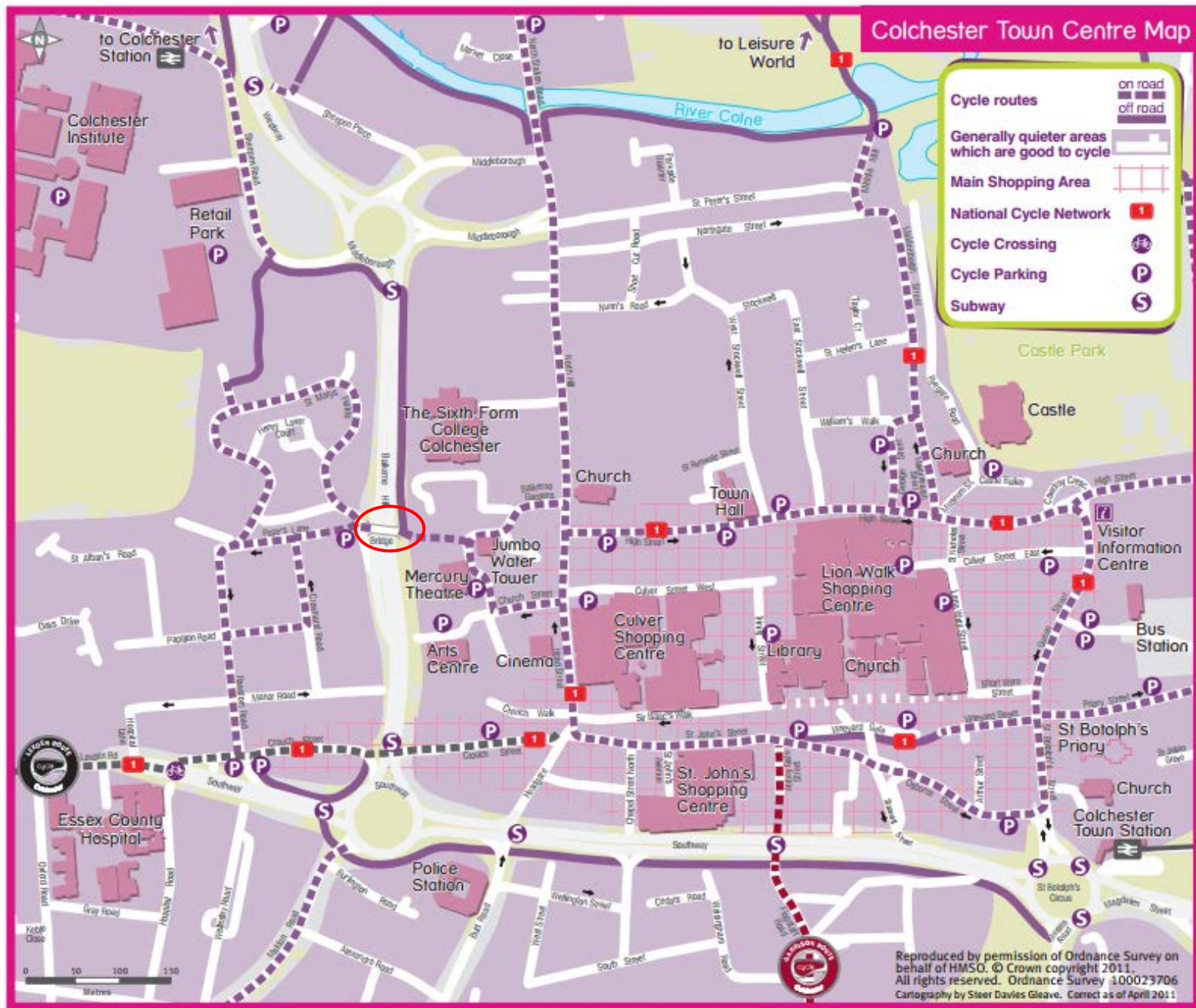
Reason: To ensure that the completed development is sustainable and makes efficient use of energy, water and materials.

Condition 12

Within 6 months of the occupation of the development, a final Certificate shall have been submitted to the Local Planning Authority certifying that BREEAM rating Good (or higher) has been achieved for this development.

Reason: To ensure that the completed development is sustainable and makes efficient use of energy, water and materials.

Appendix 1





BALKERNE HILL, COLCHESTER

HOLE IN THE WALL FOOTBRIDGE

ROAD SAFETY AUDIT STAGE 1

Dated	13 th October 2015
Registration Code:	7051
Audit Invoice Code:	HA3224300022

Appendix 2

Hole in the wall footbridge, Balcerne Hill, Colchester - Stage 1 RSA

1.0 INTRODUCTION

- 1.1 This report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out on the proposals to amend Hole in the wall footbridge, Balcerne Hill, Colchester. The audit has been carried out at the request of Essex County Council/ Ringway Jacobs Partnership

[REDACTED]. The audit was carried out during October 2015.

- 1.2 Hole in the Wall Footbridge (ECC Br. No. 900) carries a 1.8m wide footpath over a dual carriageway in the centre of Colchester, Essex. The footbridge was constructed in 1977 as part of the A134 Balcerne Hill relief road scheme. The footbridge was designed to carry pedestrians over the Balcerne Hill section of the road, where it goes into a deep North-South cutting.
- 1.3 The scheme proposes to widen the Hole in the Wall Footbridge to allow sufficient width for a segregated lane for pedestrians and cyclists.
- 1.4 For a segregated pedestrians/cyclists bridge, the minimum width between the structural upstands should be not less than 3m. It is proposed to remove the existing steel footbridge and replace it with a new single-span CTS steel footbridge.

The new footbridge will be supported on an existing reinforced concrete retaining wall with a similar span length of the existing bridge. To accommodate the new wider footbridge, the top end of the existing retaining walls are to be demolished and a new bearing shelf will be constructed.

Existing vertical & horizontal profiles of the footbridge will be maintained. Similar steel vertical infill parapets will be provided on both sides of the bridge to match the existing parapets.

- 1.5 The RSA Team was formed of members of the Essex County Council/ Ringway Jacobs Partnership Road Safety Engineering Team (based at Seax House, Chelmsford, Essex, CM1 1QH). This report was prepared by those officers. The RSA Team membership was as follows:

- [REDACTED] – Road Safety Engineer; and
- [REDACTED] – Road Safety Engineer.

- 1.6 The terms of reference for the RSA are as described in Chapter 2 of HD 19/15. The Audit Team has examined and reported only on the road safety implications of the proposals and has not examined or verified the compliance of the design to any other criteria. This safety audit does not perform a 'technical check' function on these proposals.

- 1.7 This Stage 1 RSA was undertaken and comprised an examination of the documents provided to the Audit Team by the design organisation (listed in Appendix A) and a daytime visit to the site on Friday 2nd October 2015. During the site visit the weather was clear and sunny and the road/ footway surface was dry.

Appendix 2

Hole in the wall footbridge, Balcerne Hill, Colchester - Stage 1 RSA

- 1.6 All comments and recommendations are referenced to the preliminary design drawing provided (where applicable) and the locations have been indicated on the plan appended to this report.

2.0 DEPARTURES FROM STANDARD

- 2.1 No departures from standard have been notified to the Audit Team on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 AUDIT

3.1 GENERAL

3.2 PROBLEM

Location(s): Eastern side of the proposed structure on the footway outside the Hole in the Wall public House

Summary: Cyclists colliding with existing grit bin

As part of the bridge replacement scheme the new structure will be wider, resulting in the southern parapet being in line with an existing grit bin. Cyclists and/or pedestrians may collide with the grit bin in the hours of darkness and fall onto the existing footway/ cycleway, leading to injury.



Image 1: Existing grit bin

RECOMMENDATION

Reposition existing grit bin to a more suitable location.

3.3 THE ALIGNMENT

3.4 PROBLEM

Appendix 2

Hole in the wall footbridge, Balkerne Hill, Colchester - Stage 1 RSA

Location(s): At the intersection of the footway/ cycle way and St Marys Fields

Summary: Cyclists cycling into the path of oncoming traffic or cycling the wrong way against the one way system into the path of oncoming traffic

The scheme intersects with St Marys Fields Road. This area has a 20mph speed limit and is one way, with a raised feature. As the scheme proposes to upgrade the structure, cyclists will now be able to cycle at higher speeds and may think they have right of way across the raised feature. This could lead to cyclist's colliding with oncoming motorists, resulting in injury. Cyclists may also fail to realise that St Marys Fields is a one way road and, when traveling east to west, turn left the wrong way against the one way flow colliding head on with oncoming motorists.



Image 2: View looking north on St Marys Field

RECOMMENDATION

Provide a half barrier or bollards to help negate cycle speeds, and provide one way signing either side at the cycleway/ highway intersection.

3.5 THE JUNCTIONS

No safety problems identified.

3.6 NON MOTORISED USERS

3.7 PROBLEM

Location(s): On the western side of the footbridge footway

Appendix 2

Hole in the wall footbridge, Balkerne Hill, Colchester - Stage 1 RSA

Summary: Cyclists colliding with existing street furniture

As part of the bridge replacement scheme the new structure will be wider. The southern parapet will be in line with an existing refuse bin, grit bin, and feeder pillar. Cyclists and/or pedestrians may collide with this street furniture during the hours of darkness, and fall onto the existing footway/ cycleway, leading to injury.



Image 3: Existing refuse bin

RECOMMENDATION

Reposition existing grit bin, refuse bin and feeder pillar to a more suitable location.

3.8 PROBLEM

Location(s): Either side of the structure outside the Hole in the Wall Public house and the footway to the east of St Marys Field's

Summary: Partially sighted pedestrians colliding with cyclists leading to injury

The proposed structure intersects with an existing footway, making it unclear whether the area is a shared use cycleway/footway. As there is no tactile paving proposed as part of the scheme, partially sighted pedestrians using the structure to cross either east to west or west to east will not be aware they are within an area used by cyclists and may collide with them, leading to injury.

Appendix 2

Hole in the wall footbridge, Balcerne Hill, Colchester - Stage 1 RSA



Image 4: Existing footway by The Hole in the Wall Public House

RECOMMENDATION

Provide suitable tactile paving at the intersections of the footway and cycleway either end of the scheme.

3.9 SIGNING, LIGHTING & ROAD MARKINGS

3.10 PROBLEM

Location(s): Throughout the scheme

Summary: Pedestrians and cyclists colliding on the structure and footway

The proposed scheme is to aid cyclists and pedestrians using the route, which is signed by "Sustrans" route stickers. However, existing signing for prohibition of cycling is present across the structure. Pedestrians believing they have right of way may come into conflict with cyclists believing they have right of way on the structure or on the associated footways, leading to collisions and injury.



Image 5: Existing signing

Appendix 2

Hole in the wall footbridge, Balcerne Hill, Colchester - Stage 1 RSA

RECOMMENDATION

Ensure that there is an appropriate TRO for a shared pedestrian/cycle way either side and across the structure with appropriate signing to reflect its status. Remove any contradictory signing as part of the scheme.

4.0 ADDITIONAL COMMENTS

The following additional issue was identified during the site inspection:

- 4.1 The route continuity could be improved. Although the route is signed as National Cycle Route 1, these are only stuck on existing infrastructure. It would be worthwhile improving the signing for cyclists as part of the scheme.

Appendix 3

Rosalind Scott submitted a formal call in form which raised the following concerns that were expressed by a neighbour:

1. We **object** to this wholly speculative development on the grounds that it is contrary to relevant local planning policies in the Adopted Local Plan and relevant supplementary planning documents, in terms of:
 - a) the adverse impact of the proximity of the development to neighbouring properties; and
 - b) the adverse impact of the scale and form of the proposed development on the character of the street scene.
2. We are also concerned that the inaccurate drawings submitted with the plan exaggerate the size of the neighbouring property and may mislead consultees and decision makers as to the fit (both literal and metaphorical) of this development in this location.
3. We do not object to some form of new development at this location – for example the existing property could be extended into the gap, and reconfigured as a pair of semis, in such a way as to respect and reinforce the character of the street scene – but what is currently proposed is in our view entirely inappropriate.

1a. Proximity to Neighbouring Properties Spacing

There is not room to squeeze a house of the scale proposed into the gap between the two existing properties.

Our house (No.25) was extended in the 1980s right up to the boundary of our land leaving a gap of 8.2m to our neighbours' house (No.23). The proposed development is to establish a new dwelling in its own plot in this 8.2m gap. In the application, the proposed new house is specified as being 6.3m wide, leaving a distance of just 1.9m to form the gaps to each side of the building (ie less than 1 metre to each side if evenly distributed; much less to the No.25 side if independent access to the side of both No.23 and the new development are implemented as indicated on the submitted plan).

NB The application describes bigger separation distances between the new house and the existing properties to each side (2.0m to No.23 and 0.8m to No.25) because the accompanying plan has exaggerated the width of the existing gap by nearly a metre (see more at 2. below).

The adopted Supplementary Planning Document on Backland and Infill Development, adopted in December 2010, (hereinafter referred to as SPD Backland and Infill Development) includes specific policies and standards relevant to this development. Para 6.19 (Plot Width) specifies that "plots must be of sufficient width to allow a building(s) to be sited with adequate separation between dwellings." We contend that the evidence presented above demonstrates that the proposed separation between dwellings is in no way adequate. Plot Width and Visual Separation In addition Para 6.19 goes on to say that "...The width of the remaining and the new plot should be similar to that prevailing in the immediate area". We have calculated that the average plot width along this section of Belle Vue Rd (c100m each way from the proposed development) is 14.1m. The plot frontage of the proposed development will be only 7.2m wide – nearly half the average width. Para 6.21 (Visual Separation) further specifies that "new dwellings must have similar spacing between buildings to that commonly found on the street frontage". We have calculated that the average separation between properties along this section of Belle Vue Road is 6.0m. As we have set out above, the separation of the proposed development from neighbouring buildings will be at best 1.1m to No.23 and 0.8m to No.25.

These policies are clearly in no way satisfied by the proposed development either in respect of consistency with the plot widths or separation distances prevailing in the area.

Overshadowing

Appendix 3

The side wall of No.23 has windows at both ground floor and upper floor levels and the proposed development will overlook these windows, will impinge on the available natural daylight to these rooms and will be intrusive and overbearing in terms of the quality of the view from these windows – in contravention of Para 6.4 of the SPD Backland and Infill Development on daylight and overshadowing.

For understandable reasons, no representation on this matter is likely to be received from the owners of No.23 as we understand that they are in the process of selling the house and its plot (within which the new development is proposed) to the applicant (subject to the latter securing planning permission).

Access for Maintenance

A separation of at most 80cms between the proposed development and No.25 (as specified in the submitted plans) will be insufficient to allow us access for the maintenance of our property (which may from time to time be required): eg for reroofing, repointing, guttering, underpinning, and access to the bathroom extractor fan outlet in the middle of that wall. This separation may be even less when the overhang of eaves and gutters are taken into account and less again given, as we have indicated above, that there is significantly less space between the two properties than is shown on the submitted plans. This fails to “protect the amenity of neighbours” as required by Para 8.18 of the Supplementary Planning Document on Backland and Infill Development.

Microclimatic Effects

The prospect of a new building so close to ours also gives cause for concern in terms of damp retention and penetration into both properties and the creation of a ‘wind tunnel’ effect between the two. This is contrary to Policy DP12 of the Adopted Local Plan which requires development to avoid “adverse microclimatic effects”.

1b. Impact on the Street Scene

The proposed development is out of character with its setting on Belle Vue Rd contrary to Policies H2, DP1 and DP12 of the Adopted Local Plan and policies in SPD Backland and Infill Development (paras 6.18 et seq) as follows.

Policy HS2 Housing Density requires development to “relate to the context...enhance local character...ensure that densities are compatible with the surrounding townscape... ..be informed by...the character of the area, and the mix of housing”. The covering notes to the Policy explain that “densities therefore need to...reflect local character”. We contend that the present application attempts to address none of these considerations but is actively harmful to local character.

Furthermore, Policy DP1 Design and Amenity requires all development to “respect and enhance the character of the site, its context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, proportions, materials, townscape and/or landscape setting, and detailed design features.” Again we maintain that the current application fails to respect these aspects of its context and surroundings.

The Character of the Area

Belle Vue Road is a street of considerable character. Its defining features are:

- i. large detached or semidetached houses of various ages and designs
- ii. each with mature front gardens, bounded by mostly brick walls
- iii. generous gaps between individual properties and
- iv. with rooflines generally running parallel to the street.

The proposed development between No.23 and No.25, is completely out of character with this setting:

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- i. In addition to the much smaller than average plot width and separation distances from neighbouring buildings as detailed above (each of which is a component of 'local character'), the width of the proposed property will be 6.3m (against the streetscape average for detached properties of 10.4m).
- ii. The proposed development will have no front garden (the submitted plans show offroad parking for two vehicles in front of both No.23 and the new house).
- iii. This vehicular access will entail the removal of much of the front garden wall in front of both properties; and
- iv. The roof line will be perpendicular to the street not parallel.

New housing development is supposed to "enhance local character" (according to Adopted Local Plan Policy H2 (Housing Density)) but this proposed development substantially erodes it. New parking is supposed to be "provided in a visually acceptable manner" (according to Adopted Local Plan Policy DP12 (Dwelling Standards)) which this proposed development manifestly fails to do.

The Alpine Chalet Infill

The striking exception to the characteristics of Belle Vue Road in the vicinity of No.23 is the recent infill property at No.19a which was granted planning permission in 2005. This property is viewed by many locals (sometimes angrily) as a significant blot on the quality and character of Belle Vue Rd and has been mentioned in other objections to this application. No.19a has been excluded from the analysis we have made of the local character of the Belle Vue Road streetscape as an anomaly. It sits conspicuously at odds with the character of the streetscape:

- i. It has an alpine chalet style appearance.
- ii. A short section of wall at the front is all that is left of the once complete garden wall, which has been removed to enable a shared access to offroad parking with No.21.
- iii. The front garden of both properties has been completely hard surfaced to enable offroad parking.
- iv. The new property sits perpendicular to the street.
- v. The width of the plot on which it sits is 7.6m (against the streetscape average of 14.1m)
- vi. The total width of the house is only 5.8m (against a streetscape average of 10.4m); and
- vii. Its separation from neighbouring properties is only 2.5m to No.19 and 1.8m to No.21 (against the streetscape average of 6.0m).

Importantly the decision on this application was made before the change in Government policy on housing infill set out in the letter to local planning authorities from the Chief Planning Officer dated 19 January 2010 'Development on Garden Land'. This letter specified, in the context of gardens being treated thereto as brownfield and therefore a priority for development, that local planning authorities "can, if appropriate, resist development on existing gardens." The letter goes on to explain that creating higher densities can have "a negative impact" which is a key aspect of "maintaining the character of an area".

This policy change was reflected in SPD Backland and Infill Development which was updated in December 2010.

Consequently the development at No.19a should not be taken as any sort of precedent in relation to the present application.

But No.19a does serve as a cautionary indication of how the proposed development between No.23 and No.25 could cause significant harm to the character of the street scene, not least when one notes that the proposed development is a significantly wider property than No.19a, and in a much smaller gap!

2. The Quality of the Submitted Drawings and Details

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We are concerned that the plans submitted with this application misrepresent the layout and scale of neighbouring properties in such a way as to cast the proposed development in a more sympathetic light. For example:

(i) The initial plan did not show the side extension to our house (No.25) such that the proposed development appeared to be over 4m away from our house (rather than 80cms). When we pointed this out, a revised drawing was submitted.

(ii) We have since calculated that the submitted drawing exaggerates the depth of our house, suggesting it is 9.0m from front elevation to rear. In reality it is only 8.0m. However this exaggeration enables the applicant to apply for a 9m deep house on the neighbouring plot (which will in fact extend beyond the back of our house) whilst giving the appearance on the submitted drawings that the front and back elevations of the new development will be more or less in line with those of the existing properties.

(iii) Furthermore, as explained above, the drawing shows a gap of 9.1m between the existing No.23 and our property. This enables them to propose a new development of 6.3m width, with 2.0m between it and No.23 and 0.8m between it and No.25. In reality the gap is only 8.2m.

We are in no way suggesting a deliberate attempt to confuse or mislead the Council but the lack of care evident in the preparation of this application means that the Council is being invited to approve something which is unclear and which is physically undeliverable because there isn't enough space between the existing properties to accommodate what is being applied for.

In addition, the three sets of drawings so far submitted are all entitled "Existing and Proposed Site Plans and Indicative Elevations" but the 'indicative elevations' have been removed from the second and third iterations. It is not clear why these have not been updated alongside other changes such as the turning of the roofline through 90o (as shown in the second revised drawing) to make it perpendicular to the street and at odds with the neighbouring properties at each side. We can only surmise that the applicant had by this point realised that it is not possible to design any sort of property which will fit into this space and at the same time reflect and enhance the character of the street scene as the Council's policies clearly require.

3. The Potential for Development at this Site

Finally, we would like to make it clear that our position is not that we object to any form of development at this location. A sensitively designed development (for example as an extension to No.23 continuing the existing roofline and replicating the existing bay windows with some internal redesign to create two semis) would be entirely possible and could enable an additional residential unit to be created here without damaging the street scene and setting, whilst also maintaining a suitable spacing with the neighbouring properties.

We would cordially invite the Borough Council to consider the representations we have made. Should the application come before Committee for determination, we would be pleased to appear to speak to our evidence and to answer any questions required.