

OBJECTION TO 26/00774/FP

Andrew Hills ARB, Owner 13 Conquest Close

18/05/26

Statement of ownership / Rights of Way

The site application boundary incorporates the access road to the rear of the terraced properties on the northern side of Conquest Close. The access road is proposed as the principal means of vehicular access to the site and the proposed dwellings.

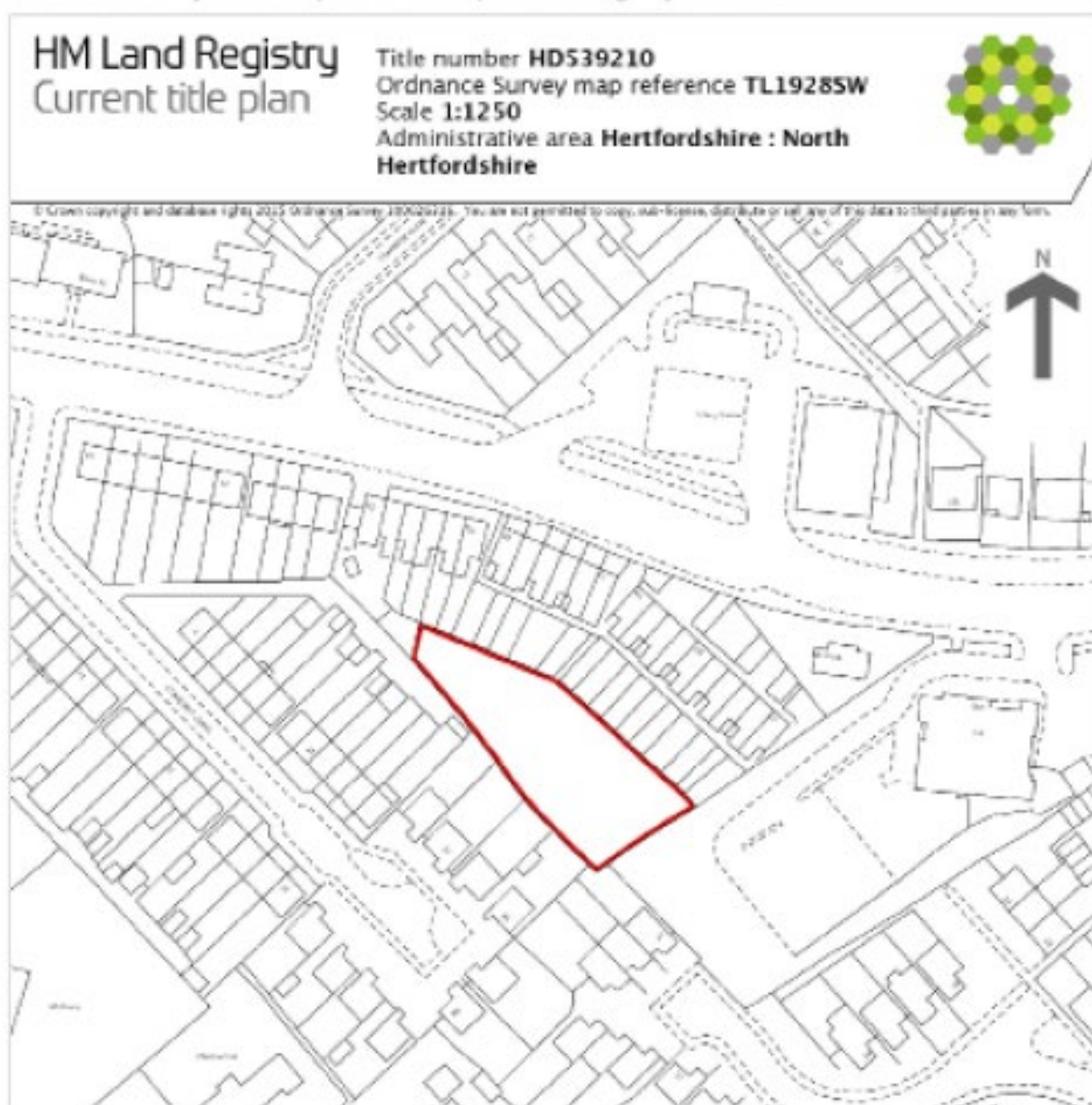
Whilst site boundaries and rights of way are not considered when determining planning applications, I would like to take this opportunity to state and highlight the following.

The entire access road from the rear of number 21 up to the point where the access road adjoins Conquest Close falls outside the ownership of the applicant and is divided between a number of neighbouring properties (approx 10+). The ownership boundary is therefore distinctly different from the planning application boundary indicated in the proposed drawings. Refer to fig 1.0 which indicates the ownership boundary as currently recorded in land registry documents.

As owner of 13 Conquest Close I note that rights of way for the proposed development across the laneway are yet to be established / determined.

It should also be noted that removal of the existing hedges to create vehicular access to the properties from the laneway is also likely to require the agreement of the relevant landowners as deeds suggest the boundary hedges flanking the laneway fall within the ownership of properties along Conquest Close. The proposal currently proposes the removal of hedges in their entirety to the rear of numbers, 17, 19 and 21

FIG 1.0 Boundary of Development Site as per Land Registry Jan 2018



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This title is dealt with by HM Land Registry, Leicester Office.

Planning History – 14/02688/1 Inappropriate Precedent

Inadequate Highways Assessment 2014

A previous application for 2 bungalows on the same site approved in December 2014 contained a report from planning officer James Gran. The report reference number 14/02688/1 stated the following in reference to the existing laneway: "4.3.5 The highways authority are satisfied with the use of existing access., with no required conditions as the visibility is adequate as existing".

Pre - App Highways Assessment 2013

In contrast I refer to the advice given at a pre application stage for the same site in 2013, reference number 13/01345/PRE (refer to appendix 1).

In this case the applicant is enquiring as to the potential for only a single dwelling on the site where vehicular movements would be far below those of the current proposal. The advice from the highways officer was as follows:

VEHICLE ACCESS

"Although the existing access onto Conquest Close presently generates traffic movements the proposal involves a redevelopment and it is therefore considered appropriate that its new circumstances must be considered in relation to any potential effects on the adjoining highways".

HIGHWAY SAFETY – *"visibility along the highway from the existing access. The proposal intends to use the existing access. The vehicle to vehicle inter visibility provision at the access is substandard which would not provide sufficient advance notice for vehicles approaching the access to be able to see vehicles egressing safely.*

Pedestrian visibility is also substandard. On one side pedestrians do not have advance indication of vehicles egressing from the access.

The Highways Authority has considered that the reuse of access for residential purposes would have an unreasonable impact on the safety of pedestrians passing the site and would need further improvement to pedestrian visibility which may require third party land to achieve."

The highway officers advice concludes;

"any future planning submission should be complete with a layout plan to show the improved visibility requirements and a swept path analysis to show that

emergency services can be accommodated along the access road and turning area".

"given the comments above, there are significant highway issues with regard to the narrow access to the site which, in order to achieve the required improvements to the visibility splay and possibly the width of the entire access, appears to involve land outside the current ownership".

Highways Assessment 2019 and inspectorate refusal 2021

Subsequent highways assessments for an application in 2019 (District ref: 19/02050/FP HCC ref: NH/298/2019) and the refusal by the planning inspectorate in relation to 21/00354/FP raise significant concerns regarding the suitability of the existing access road none of which have been resolved by the current proposal which focusses solely on the improved turning circle within the development itself, but has done nothing to improve access from conquest close to the site itself. This is discussed in further detail in the following section

14/02/688/1 Inappropriate Precedent

Given the evidence and assessments referenced above. It would appear the approval associated with application 14/02688/1 was based on a wholly inadequate and incomplete highways assessment, despite a more thorough review being provided less than 12 months earlier.

Therefore I would urge the planning authority to discount the previous approval as a precedent when assessing both current and future applications for the site. It should be noted the current application relies upon similarities to the 2014 scheme as grounds for approval this is made clear in the design and access statement which often refers to the similarities to the current proposal and the 2014 approval. It should be noted that the planning inspectorate also saw fit to give the previous approval no weighting when reaching a decision.

The officer's report to the planning committee repeatedly draws comparisons to a previous planning permission granted in 2014 for two dwellings at the appeal site, ref: 14/02688/1. However, this planning permission lapsed....therefore I cannot attribute any significant weight to this decision in the determination of this appeal.

Current Proposals – Highways, Access and Parking

Note at the time of writing / submission there are no published highways officers comments in relation to 26/00774/FP which can be referenced or referred to in this objection, therefore at this time we are reliant upon previous relevant commentary and evidence from site (e.g photographs).

Insufficient visitor parking and loss of amenity to no.23 conquest close contrary to spd creates detrimental impact

The applicants design and access statement leans heavily on the fact that when considered in the context of a tilted balance and in particular Policy D3 the proposal:

Will not have an unacceptable detrimental impact on the residential amenity of surrounding residential properties – (page 18)

However the proposals do not outline the significant additional parking pressure that will be placed upon an already congested Conquest Close from the new development. The site was previously owned together with 23 conquest close and therefore offered the ability to provide off road parking for the dwelling should this be required. This has not been considered in the proposal and puts additional stress on Conquest Close parking which is already congested affecting residents amenity and day to day use.

Furthermore “NHDC Supplementary Planning Document Vehicle Parking at New Development” Section 4.1 requires that visitor parking is provided for all new dwellings (see image)

Residential Parking Standards

Table 4.1 Residential parking standards

Class Use C3	Car Parking Standard	Minimum Cycle parking Standard
1 bedroom	1 Space per dwelling Minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.
2+bedrooms	2 spaces per dwelling Minimum	

(The above standards will also require visitor/unallocated parking as set out below to be added. Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally. Reductions will be considered only in exceptional circumstances e.g. very small scale conversion of buildings for small number of residential units in town centre)

Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling Minimum	1 Space per 8 units (visitors)
Visitor/unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage.	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per dwelling for visitors

(For the above two standards reduction considered where

1. Alternative publicly available off-street parking is available within 2 minutes walk of site
2. Where visitor parking arising from small scale (i.e. infill) development can be accommodated on-street without compromising highway safety, the amenity of existing residents or the ability for businesses to operate.
3. Relevant evidence is submitted by the applicant that supports a reduction in standard which considers existing and future car ownership and likely visitor demand)

2 bedroom dwellings are required to provide a minimum of 2 spaces PLUS 1 space for visitors to each dwelling. ***This would require 6 total spaces plus a further 2 for 23 conquest close, only 4 are provided.***

As per the guidance provided above a reduction can only be considered where alternative publicly available off street parking is provided within 2 minutes walk of the dwelling. Therefore the assumption must be made that the current proposal assumes visitors to the two proposed dwellings will be expected to park on either Conquest Close or Stevenage road, both of which are already significantly congested and would adversely impact existing residents. Together with the removal of amenity to number 23 Up to 4 additional vehicles would need to be accommodated in conquest close at any one time, 2 for 23, 2 visitors to the dwellings. This is not sustainable and would have a detrimental impact of the residential amenity of surrounding properties contrary to the applicants statement.

Inadequate servicing, access and emergency access remains.

The applicants design and access states,

“adequate servicing and fire arrangements have been demonstrated, and the proposal will not have a severe impact on highway safety”

Whilst this proposal has amended the turning area at the end of the track no amendments are proposed to the track from conquest close up to number 23 conquest close, therefore the concerns of the planning inspectorate (below) and previous highways officers (see previous section) have not been resolved.

Furthermore the applicant states:

“The 2021 appeal decision is noted for its commentary on highway safety, however these comments largely stemmed from the fact that swept path analysis for fire vehicles showed that they would be physically unable to enter and exit the appeal site in a forward gear”

It should be noted that this assumption is wholly inaccurate, the planning inspectorate went into detail regarding the reasons for refusal and these were not limited to fire vehicle access but related to “day to day” difficulties. An excerpt of which is provided below:

Appeal Ref: APP/X1925/W/22/3302258 – J N Seymour inspector appointed by secretary of state.

factors combine to create day-to-day difficulties for the future occupants of the proposed bungalows and the residents of surrounding properties as it would likely lead to the blocking of accesses and vehicles waiting on the highway and excessive manoeuvring. This would increase the risk of pedestrian and vehicles collisions compromising highway safety.

The council officers had also previously refused the proposals citing

“inadequate access arrangements that do not enable the safe access of delivery, service and emergency vehicles to site”

Previous refusal in context of latest NPPF and SPD

With the above in mind. The following approved documents and clauses are now relevant when considering a decision on 26/00774/FP

The National Planning Policy Framework 2024 states the following in section 9 Promoting sustainable transport.

ITEM 115

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

b) safe and suitable access to the site can be achieved for all users;

This is reinforced by the NHDC Supplementary Planning Document Vehicle Parking at New Development which states:

4.5 Design must allow for all types of vehicles, e.g. emergency vehicles, refuse vehicles, etc, to use roads without giving rise to safety or operational concerns.

Whilst planning policy has changed since the inspectorates refusal in 2021, it has not changed materially, NPPF 2024 states:

116 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety

117. Within this context, applications for development should:

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,

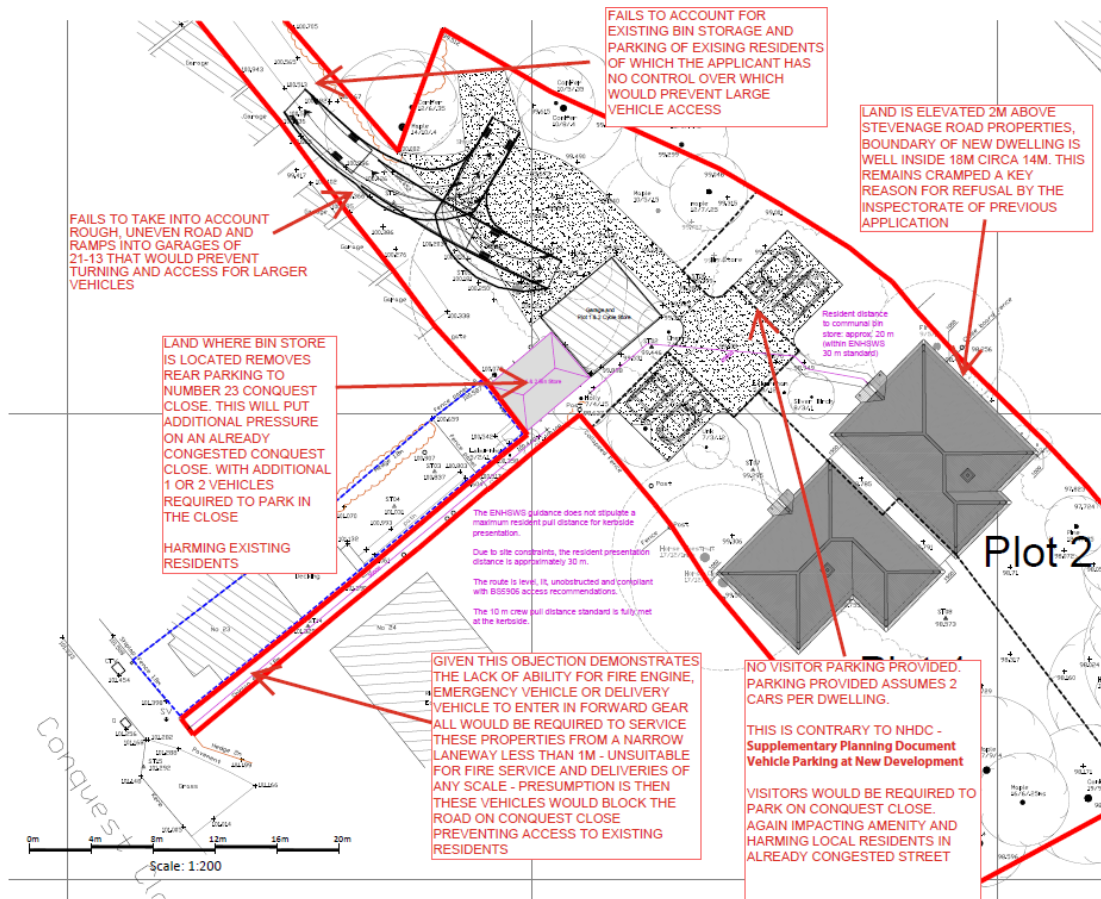
d) allow for the efficient delivery of goods, and access by service and emergency vehicles;]

It is clear from the inspectorates commentary that an unacceptable impact on highways grounds is created by new dwellings on the site. The latest proposal makes no attempt to resolve this as the laneway itself is not being amended in anyway under the current proposals. Ultimately the site does not allow for the efficient delivery of goods, access and service by emergency vehicles and creates high risk of conflicts between vehicles and pedestrians and existing residents.

Appeal Ref: APP/X1925/W/22/3302258 – J N Seymour inspector appointed by secretary of state.

the narrowness of the access, which comprises an existing single-width track. I was able to experience this for myself during my site visit that the narrowness and geometry of the road make it difficult to negotiate in a car. This is exacerbated by the considerable length of the track and the fact the existing garages and outbuildings are in regular use. All these factors would combine to create day-to-day difficulties for the future occupants of the proposed bungalows and the residents of surrounding properties as it would likely lead to the blocking of accesses and vehicles waiting on the highway and excessive manoeuvring. This would increase the risk of pedestrian and vehicles collisions compromising highway safety.

Policy T1 of the Local Plan states that development should not lead to highway safety problems or cause unacceptable impacts upon the highway network. For the reasons set out above, I conclude the appeal proposal would conflict with Policy T1 as a safe and suitable vehicular access cannot be provided. For the same reasons the scheme would also conflict with paragraph 110 of the National Planning Policy Framework because a safe and suitable access would not be achieved. The difficulties that would be created for existing and future residents would also conflict with Policy D3 which safeguards against unacceptable harm to living conditions, which the appeal proposal would fail to achieve because of the poor vehicular access.



MSAD

Notes

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BUILDING REGULATIONS

All work is to comply with the relevant Building Regulations and all statutory notices are to be given to the relevant Building Control at the appropriate stage of the project.

CONSENT

All design and construction is to be in accordance with the Building Regulations and all relevant Building Regulations 2010.

DESIGN CERTIFICATE

All of the contractor's work on site must comply with the Building Regulations and all relevant Building Regulations 2010. The design certificate must be submitted to the relevant Building Control at the appropriate stage of the project.

DO NOT SCALE FOR CONSTRUCTION PURPOSES

PLEASE NOTE: All dimensions on this drawing are shown in millimetres. Unless otherwise stated, all dimensions should be given to the nearest millimetre. It is the responsibility of the client or approved contractor to verify the dimensions of any existing or proposed work and general layout.

NEVER SCALE

Please note: All dimensions on this drawing are shown in millimetres. Unless otherwise stated, all dimensions should be given to the nearest millimetre. It is the responsibility of the client or approved contractor to verify the dimensions of any existing or proposed work and general layout.

Address: Land to the rear of Conquest Close, Histon

Drawing No.	Scale	Drawn by
A3	1/200	SC

Job No.	Work Stage	Drawing No.
1181	Design	09

House Waste Site Plan As Proposed

M Scott / Architectural Design

BARNBROOK HOUSE
24 BARNBROOK
HISTON
LEICESTERShire LE21 3JH
01533 611111

Unviable alternative proposals for fire and emergency services

The applicant states

“This application is provided with confirmation that the proposed dwellings would be served by sprinkler systems. Further that there is a fire hydrant on Conquest Close well within 90m radius of the dwellings and the dwellings are within a 45-metre hose distance via the pedestrian access”

It should be noted that the proposals do not provide any viable proposals for installation of a sprinkler system, nor do they indicate the location / distance of either of the fire hydrant or the assumed working area of the parked emergency vehicle. Similar solutions were rejected by watch commander Commander Dave Leslie in relation to 21/00354/FP.

the suggestion of a dry riser inlet with a horizontal main has been suggested. The maximum horizontal distance of a dry rising main is 18m. The suggestion of it being underground is also a concern due to the inability to drain the pipe allowing water to sit and freeze. There is also the requirement of ongoing maintenance.

BS9990 states; For typical building applications, the run of horizontal connecting pipe is a maximum of 18 m in length.....

The practicalities of an inlet positioned in a different road to the property would be very complicated and also mean that a fire appliance would have to park away from the property at initial attendance, leaving any equipment needing to be carried an excessive distance.

Dave Leslie Watch Commander | Fire Protection | Hertfordshire Fire and Rescue Service Hertfordshire County Council

We request that this proposal receives similar scrutiny and commentary from the local fire officer which will likely expose the applicants statement above as unviable.

It should also be noted no swept path covering ambulances is provided, the path is rough and unmade up to turning circle and the proposals makes no mention of improving the surface therefore it is assumed that an ambulance would be expected to service egress of patients via a narrow laneway to the side of number 23 over a significant distance which is unlikely to be supported by fire and other emergency service personnel as a safe and appropriate solution.

Single Access Laneway serving numerous dwellings

According to the Roads in Hertfordshire: A design guide Section 2, the proposed private access road to the development site is classed as a shared private drive / access way. Whilst this document is no longer live it provides detailed design guidance which has not been adequately replaced in detail and is therefore referenced in this objection

Section 8.5.4 of the Roads in Hertfordshire: A Design Guide Section 2 states that “A single lane access will normally be sufficient to serve up to 3 individual dwellings or equivalent.”

The laneway already serves approximately 18 dwellings, many of which rely on the laneway for vehicular access to private parking areas and garages, this is far in excess of the current guidance.

The current proposal situates a further 2 detached family dwellings at the extreme end of the access way, with parking provision for a further 4 vehicles. Bringing the total number of dwellings served by the private drive / access way to 20 and increasing the number of vehicles regularly transiting the laneway to between 25 and 30. This is likely to create significant additional pressures on an already inadequate laneway and endanger residents who transit the access ways on foot and in vehicles.

Existing Access Way Discourages Use

Section 8.5.4 of the roads in Hertfordshire design guide also states:

The provision and geometric design of accesses should be sufficient to ensure that the drivers of vehicles intended to use them are not discouraged from doing so, as this can result in parking in inappropriate areas. Insufficient attention to detail in the design of accesses can result in damage to highway and adjacent private surfaces, as well as obstruction of carriageways and footways.

The current access way is extremely narrow particularly in the initial section off Conquest Close. The width of the laneway is challenging and off putting for many drivers and it is highly likely that visitors to the proposed dwellings and possibly residents will be discouraged from using the access way and default to parking on Conquest Close. The likelihood of this occurring is also

increased due to the proposed pedestrian access route to the side of Number 23 which effectively provides a shortcut to the properties from Conquest Close.

This is likely to put significant additional pressure on an already challenging parking situation and severely affect the amenity of existing residents and would represent a clear contravention of North Herts guidance.

Access not Perpendicular to Conquest Close.

The entrance to the current access road is approx. 45 degrees from the perpendicular and approx. 80m from a turning place.

Section 8.5.4 of the roads in Hertfordshire design guide states:

*Accesses should be as far as possible aligned perpendicular to the road alignment and **no access** should be at an angle of more than 10 degrees from the perpendicular in a road with footways. More oblique angles may be permitted in a shared surface road if the access is less than 30m from a turning place.*

This section of the guidance is unequivocal. The additional pressures created by an additional 4 vehicles from the development site, together with vehicular movements generated during construction is likely to create significant risks to residents.

Entrance to existing access way on Inside of Curve with severely restricted visibility.

Section 8.5.4 states

Accesses are best located on the outside of curves to avoid any associated on-street parking interfering with forward visibility.

In contrast the current access way is located on the inside of the curve on Conquest Close and visibility is severely restricted by on street parking and bin storage. The proposed site plan provides a limited swept path diagram focussed on the end of laneway, it fails to take into account the on street parking conditions which restrict the view from the entryway and narrow the width of the entire laneway and Conquest Close itself. Therefore it is highly

unlikely that the swept path indicated can regularly be achieved as the vehicle would be unable to access the site.

Summation

As demonstrated above the proposal to utilise the existing access way grossly contravenes every design guideline for shared private drives / access ways. This section is supported by the images overleaf.

The provided swept path analysis is limited to the end of the access lane only and fails to take into account the transitory route required to reach the dwellings, on street parking and day to day use of the laneway by residents. The drawing provided is not a detailed survey and does not provide accurate dimensions that identify the laneways significant pinch points.

Despite statements to the contrary the current application fails to provide any adequate strategy for emergency or delivery vehicles and current proposals fail to comply with building regulations. All concerns relating to highway safety, access and detrimental affect to neighbouring properties remain unresolved in the current proposal.

Critically the application fails to meet criteria required for approval under NPPF 2024 item 115 and 117 and meets the criteria for refusal under item 116. Given the schemes limited net benefit to the areas housing need, unmitigable highways and safety issues together with the detrimental impact to local residents via increased pressure on parking and access both before and after construction this proposal should be refused.



Measurements of vehicle shown in photos



Narrow point on first section of laneway constrained by boundary fences. this is approx 2.7m at wide



Narrow point on first section of laneway constrained by boundary fences / brick wall and neighbouring driveway of Stevenage road property. 2.7m wide



drawings do not show parked vehicles to rear of Stevenage road properties.



Exiting laneway, tight and blind corner midway along laneway



passing space and drawings do not account for hedgerow, bin storage, garage doors, residents parking to laneway

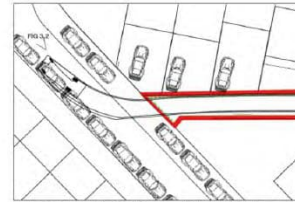


Fig 2.1 Proposed Swept Path Diagram superimposed with existing on-street parking conditions

Swept path studies do not show reality of congestion in Conquest Close. Parked vehicles obscure the entrance / exit. Making it difficult for larger vehicles to enter and exit and dangerous for pedestrians



Construction Management Plan

A previous application approved in December 2014 contained a report from planning officer James Gran. The report reference number 14/02688/1 stated the following:

4 .3.5 The highway s authority are satisfied with the use of existing access...In terms of access only allowing smaller vans, building equipment will obviously only be able to be transported to site in appropriate sized vehicles for access”

I believe this previous assessment to be wholly inadequate from both the planning and highways officers as it fails to recognise the impact the construction works are likely to have on both residents and neighbouring highways.

As defined in previous reports and stated in the current proposal, the laneway is narrow and at best can accommodate vehicles no larger than a van. The existing access from the private access road onto Conquest close is also sub standard and an increase in vehicle movements presents a danger to both pedestrians and drivers (refer to section 2.0) Given the scale of the development, construction works will likely require but not be limited to:

1. Removal / introduction of large amounts of soil during enabling and construction works, this affects any proposed works to both the laneway and the development site. 2. Removal of demolition / site clearance material 3. Large scale / frequent deliveries of building materials, such as cement for foundations etc, block and brickwork, timber, roof tiling 4. Parking for numerous contractors 5. Provision and maintenance of site facilities for contractors 6. Installation of ground based services 7. Delivery of plant equipment for construction works 8. Introduction of underground services

I would suggest it is unrealistic and short-sighted to assert that construction works of this scale can be achieved entirely with transit vans or similar sized

vehicles along the narrow access road, as neither the access road or the threshold with Conquest Close have sufficient width for any of the following vehicles to pass and manoeuvre:

A. Skips Trucks (all sizes) B. Grab lorries / Flatbeds with Grab facilities C. Flatbed Vehicles D. Concrete Trucks / Mixers

The current application and associated design and access statement fail to include any viable construction management proposal. Furthermore, no effort appears to have been made by the applicant to minimise the disruption period or number of deliveries via modern off site-construction techniques. This is also supported by the highways assessment **HCC ref:** NH/298/2019 which notes:

“The application has failed to demonstrate the safe movements of construction traffic”

Given the significant logistical difficulties associated with delivering this proposal, I request that in the event of approval the planning and highways officer include a pre commencement condition requiring the submission and approval of a thorough construction management plan. Such a submission should include but not be limited to the following provisions:

I. Consultation period with local residents, to include developer representatives as well as officers from highways & planning

II. Contractor parking - to be restricted to on site parking only to avoid impacting amenity of residents and causing knock on effects to surrounding highways during works

III. Proposals for accommodation / logistics of large scale deliveries / removals and associated vehicle movements in and around Conquest Close and A602. To include viable swept path analysis taking into account existing parking conditions where appropriate and any highway footpath closures.

IV. Minimising construction period.

V. Provision of services to new dwellings

VI. The provision for weekend working to be omitted entirely to avoid unnecessary disturbance to residents whose gardens flank the entirety of the

access road, particularly during summer months, where quiet gardens are more heavily utilised by residents.

VII. Maintenance of the access road to ensure passage for residents parking is maintained during construction and rights of way are not impeded.

VIII. Management and construction program / strategy of any resurfacing works to the access road, to include minimising parking restrictions / access restrictions and proposals for alternative arrangements during works.

IX. Management of movements along access road to ensure residents movements are not unnecessarily impeded and to ensure disturbance from noise and dust pollution is minimised.

X. Site security

This request is supported by the environmental health report.

Retention of planning conditions 14/02688/1

The approval of two bungalows for the site in 2014 included the several conditions (see below), **Should the application be approved, I request that planners seek to retain all the conditions listed below as well as a construction management plan as outlined in the previous section. In terms of the existing conditions, Item 6 and 7 are of particular importance** given residents are already concerned with that the proposal represents overdevelopment and the state of the access road being unsuitable for a significant increase in traffic. I would urge planners to ensure that any improvements required to ensure safety to pedestrians and drivers are also included in the particulars of condition 7 should this not amount to grounds for refusal. It should be noted the current proposal makes no attempt to improve the access road.

5. The approved details of landscaping shall be carried out before the end of the first planting season following either the first occupation of any of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced during the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to vary or dispense with this requirement.

Reason: To safeguard and enhance the appearance of the completed development and the visual amenity of the locality.

6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended no development as set out in Classes A, B, C, D and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area.

7 Prior to commencement of works, details of the access road surface improvements shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to first occupation of any of the dwellings.

Reason: To ensure an improved road surface is provided for the development.

Viability of building services

The proposed site is isolated and surrounded by privately owned land in multiple ownerships. The proposals and associated statements provide no information of the service connection strategy for the two dwellings. This is critical, if for example the building cannot be connected to mains sewers for practical or legal reasons then the site will likely need to on a septic tank which would requiring servicing – clearly an issue given the size and width of the service lane.

Reconfiguration of site does not improve harm

Appeal Ref: APP/X1925/W/22/3302258 – J N Seymour inspector appointed by secretary of state.

Even with this site clearance and reconfiguration of the vehicular access, which I have already concluded to be unsuitable, the residual land would be a

narrow plot resulting in the bungalows being shoehorned into the site side-by-side.....

the proposal would harm the character and appearance of the area

The current application does not resolve the issues above. The number of dwellings remains the same, the bungalows are crammed in closer side by side to one another and are now even closer to the neighbouring boundaries, inside 14m on a site of elevated topography. This together with the numerous access issues tilts the weighted balance towards refusal.