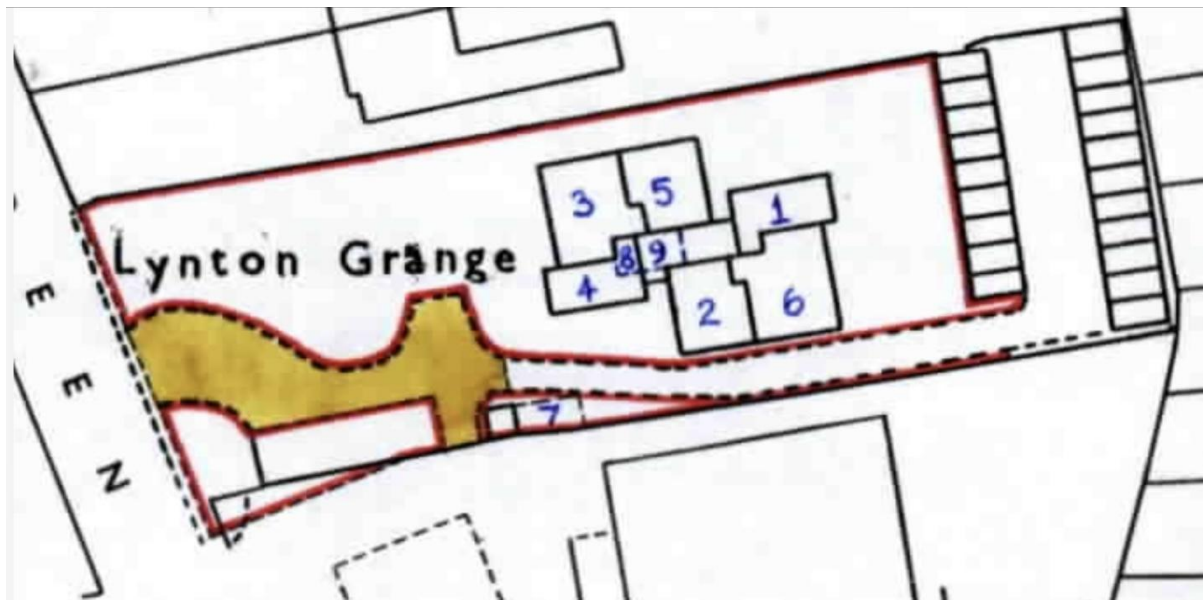


SCALE AND DENSITY:

The proposed development is not suitable for a site that was originally planned for ancillary buildings to the Lynton Grange apartment block.

Particularly its scale, its size and its density will erode the character of the conservation area.

The proposed height has a major impact on daylight to the ground floor and first floor flats of the building, already facing north and being deprived of direct sunlight.



MISLEADING SITE PLAN AND VISUALS:

We are concerned about the consistently misleading and incorrect boundary lines that are not in line with Land Registry data. There is a narrow strip of land running alongside the boundary with Hexagon garages that belongs to Lynton Grange. This is clearly shown on our deeds and on the Land Registry documents, even on the architect's own Design and Access statement, yet the building plans and other drawings consistently add this bit of land to the width of the road.

A number of documents submitted by the developer, including the Design and Access Statement, mistakenly show the parking spaces at the front as belonging to the garages.

The holm oak tree that is being referred to as tree number 9 by the Arboricultural Company's report may be poorly sited for growth, but it belongs to Lynton Grange, as it stands on land mentioned above. The holm oak tree cannot be removed as planned. If building works will go ahead, the roots of this tree should be protected by means that are specified in the Arboricultural Company's report. The tree is full with bird nests, which also has to be taken into account.

In addition, the 5th house of the new development (on the eastern side of the plot) may be partially sited on land not belonging to the garages.



Photos showing the holm oak tree and the concrete bank along the boundary line with Hexagon garages

The full width of the road is 9 feet only, as it is shown on the original deeds drawn up in 1967. The road today still has the same width, yet on the drawings it gains an extra 2 feet, incorporating a bit of land towards Hexagon garages, that is in fact a steep concrete bank.

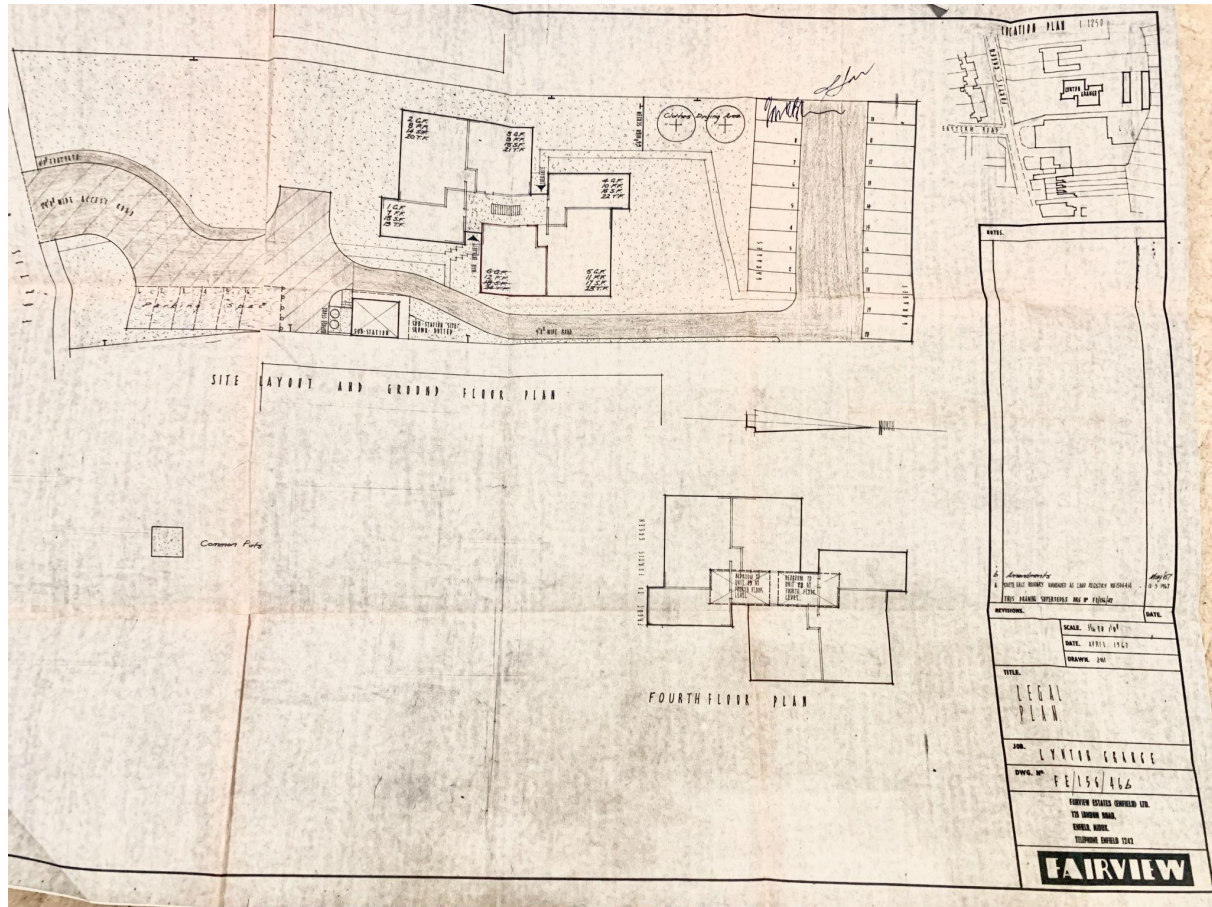
Currently cars and vans struggle to turn into the garages between the high bank and the other narrow bit of land next to the last garage (also belonging to Lynton Grange). The turning circle of the planned development is much smaller, if we take into account the real width of the road.

There are also concerns about the lack of clear measurements on the drawings. For example, there is not one drawing that shows the exact height or length of the wall impacting Lynton Grange most. One drawing incorrectly shows a distance of 18m between Lynton Grange and the new building. This measurement is clearly incorrect, as the available space between the windows of Lynton Grange and the new building is 10.8m only.

The renders submitted are highly misleading and don't reflect the actual context.



This photo shows the tight turning circle at the bottom of the drive. Cars regularly fail to turn within the circle and drive onto the small bit of land on the right hand side that belongs to Lynton Grange.



Detail of the original lease document from 1967. The width of the road specified on the drawing is 9 feet. The concrete kerb is also clearly marked as being part of the gardens of Lynton Grange.

APPLICATION:

The application for planning permission is submitted as Lynton Grange, yet the development has nothing to do with Lynton Grange. This is misleading. The garages and the road leading there are owned by a separate company.

GARAGES:

The garages are a well used local amenity. They are used to park motorbikes, vintage cars and also used as a storage area for local businesses, such as builders, landscape designers, musicians. There is a waiting list to lease one of the units. The actual buildings are structurally sound and there is no reason why they could not be used for many more years in the future.

LIGHT AND SOUND:

There will be a significant loss of light for some of the flats at the back of Lynton Grange. The living rooms and bedrooms of these flats are north facing, not getting any direct sunlight even now. Building a 6.5m high wall just 10.8 meters away from the windows will have a negative impact on these properties.

It is very unfortunate that all the responses by LG residents from the pre-planning application relating to loss of light were ignored. No adjustments were made trying to accommodate residents' concerns. As stated in the daylight study there will be a loss of daylight. The 25 degree rule of overshadowing cannot really be applied to north facing windows.

The loss of light and the loss of the quiet aspect they currently enjoy will negatively affect the market value of the flats facing the new development.

A relevant element that has not been considered in the Sunlight Study is the usage of materials and the light reflection factor that intrinsically is linked to them. As the contrary of the existing setting where any reflected light improves the sunlight exposure of the Lynton Grange rooms facing north, the proposed usage of red bricks will absorb the sunlight producing a darker environment.

Residents of the flats at the back of Lynton Grange currently enjoy the quiet tranquility of the gardens. There isn't much noise there at the moment. The construction works would shatter this peace and so would the everyday noise of 5 houses directly opposite their windows.



This photo shows the current garage wall as seen from the ground floor windows of Lynton Grange. The wall stands at 2.4m high, while the development's new wall that is replacing it will be over 6 meters in height, over two and a half times higher than the existing wall.

UTILITIES:

The Transport Statement stipulates that two 1100L refuse bins would need to be wheeled from the new bin sheds to the bin shed area of Lynton Grange, as bin lorries don't have enough

space to drive beyond this point. The distance is about 55 meters to the front bin shed of Lynton Grange. As some of the road surface along the way is designed as hit and miss paving (or some other permeable and uneven surface that allows for grass to grow through), this task will be particularly challenging. Will the bin men roll these out and back again?

The very narrow driveway to the development will be shared by pedestrians, bicycles, cars, vans and trucks. We do question the feasibility for this and how it can safeguard and provide security to pedestrians, including children living at Lynton Grange.



Photo of the narrow turning in the road as well as the bin shed of Lynton Grange.

NEW ROAD:

Just a few years ago Lynton Grange residents have paid a substantial amount of money for resurfacing the car park and the road between Fortis Green and the entrance of LG, as these were in a terrible condition. In order to run the utilities to the new development the new road needs to be dug up. The road after the subsequent repairs will not be as neat and durable as it is today. Heavy construction vehicles will further damage it. This has a direct impact on LG's finances, as the life expectancy of the new road is going to be shorter.

DEMOLITION AND BUILDING WORKS:

There is no plan for having the construction trucks to be able to manoeuvre on the proposed site, for the materials to be stored during construction and equally for the removal of the demolished materials without a major impact on Lynton Grange residents.

GARDENS AND WILDLIFE:

The gardens of LG consist of well-tended lawns, shrubs and borders. If the development went ahead it would be very important to protect these plants and the plants and lawn of the rest of the gardens during the building works.

Currently wildlife roam freely between the gardens of Lynton Grange, Albion Lodge, Albion Cottage and the gardens of Twyford Avenue. A densely packed and populated development

right in the middle would disrupt this habitat.

The landscape plan also shows a proposed hedge that would run alongside the building of Lynton Grange. While it is desirable to protect the privacy of the back garden, the shrubs in the border of the eastern wall of Lynton Grange are there to be seen and to soften the bulk of the building. Residents oppose these being covered up and shaded by a tall hedge. Also, planting a hedge here may not be the best use of the available, already narrow road space.



The gardens behind the garages are carefully tended and form an important part of the property.



From the windows of the higher floors it can be seen that the low level garages create little visual obstruction of the surrounding gardens.

PARKING:

Lynton Grange has 7 parking spaces for 24 flats. There are more than 7 cars in the building, making parking very tricky at times. It is already causing problems that some residents park on the pavement. The 5 houses were planned with only 1 parking space available to them, with no provision for additional parking of extra cars. Any visitors, utility vehicles, repairmen, etc will inevitably try to park at the front. It will force Lynton Grange Management Company to police the car park, leading to hostility between residents in the old and in the new buildings.

If the new residents of the mews houses cannot apply for residents parking permits, as stipulated in the plans, then it will put further strain on Lynton Grange.