

REPORT TO: Planning Committee

MEETING DATE: Tuesday 1 April 2014

BY: Depute Chief Executive
(Partnerships and Community Services)

SUBJECT: Application for Planning Permission for Consideration

Note - this application was called off the Scheme of Delegation List by Councillor Hampshire for the following reason: This application is proposing to develop the whole site for housing and that is contrary to proposal H10 of the adopted East Lothian Local Plan 2008. I would therefore ask that this application is brought before the Planning Committee for their determination.

Application No. **13/00719/P**

Proposal Erection of 17 houses, garages and associated works

Location **Land At Station Road
Dunbar
East Lothian**

Applicant Dundas Estates

Per EMA Architecture and Design Limited

RECOMMENDATION Consent Granted

PLANNING ASSESSMENT

The application site is a 1.02 hectares irregularly shaped field that is located on the western side of Station Road, Dunbar. The land of the application site slopes down gently from north to south. It is bounded to the north by a length of Countess Road, beyond which is Dunbar Town Centre, to the east by Station Road, to the south by Dunbar Railway Station, and to the west and northwest by the residential properties of Ashfield House and Ashfield Cottage. The site is within the Dunbar Conservation Area.

There are a number of listed buildings in the locality, including; Dunbar Parish Church (Category A listed), Dunbar Station Lodge (Category B listed), and Dunbar Railway Station (Category B listed).

In November 2010 planning permission in principle (Ref: 10/00246/PP) was granted for the erection of a 60 bed nursing home and care housing for the elderly on the application site. Planning permission in principle 10/00246/PP lapsed on the 30 November 2013 without it having been implemented.

Planning permission is now sought for the erection of 17 houses, garages and associated works on the application site.

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is the approved South East Scotland Strategic Development Plan (SESplan) and the adopted East Lothian Local Plan 2008.

Relevant to the determination of the application is Policy 1B (The Spatial Strategy: Development Principles) of the approved South East Scotland Strategic Development Plan (SESplan) and Proposal H10 (Station Road Field, Dunbar) and Policies ENV1 (Residential Character and Amenity), ENV3 (Listed Buildings), ENV4 (Development Within Conservation Areas), INF3 (Infrastructure and Facilities Provision), H4 (Affordable Housing), DP1 (Landscape and Streetscape Character), DP2 (Design), DP14 (Trees on or adjacent to Development Sites), DP17 (Art Works- Per Cent for Art), DP20 (Pedestrians and Cyclists), DP22 (Private Parking) and T2 (General Transport Impact) of the adopted East Lothian Local Plan 2008.

Material to the determination of the application are Sections 59 and 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and the Scottish Government's policy on development affecting a listed building and development within a conservation area given in Scottish Planning Policy: February 2010.

Scottish Planning Policy echoes the statutory requirements of Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 that in considering whether to grant planning permission for development which affects a listed building or its setting a planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Scottish Planning Policy echoes the statutory requirements of Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 that a planning authority must have regard to the desirability of preserving or enhancing the character or appearance of a conservation area in exercising its responsibilities in the determination of any application for planning permission for development affecting a conservation area. It is stated in Scottish Planning Policy that proposed development that would have a neutral affect upon the character or appearance of a conservation area (i.e. does no harm) should be treated as one which preserves that character or appearance. The design, materials, scale and siting of new development within a conservation area should be appropriate to the character of the conservation area.

Also material to the determination of the application are the representations received from the public.

There are a total of 3 written representations, one of which makes objection to the proposed development and the other two which support the proposed development.

The written objection is from the Architectural Heritage Society of Scotland (AHSS). They object to the application on the grounds that the inward-looking and uninspired housing development would be a foreign and undigested lump within the Dunbar Conservation Area. They are concerned that the proposal is premature, and suggest that the Council should first prepare a development brief for the site. They also suggest that a pedestrian right of way should be provided at the southern end of the site to provide a direct link

between the railway station and the underpass that is to the southwest of the site.

One of the other representations supports the proposal as it is in a sustainable location with good public transport links. It is suggested that higher density housing could be provided, and a car club could be developed within the site itself. Access to the development needs to be very carefully considered as the entrance crosses a main pedestrian route to school. Consideration should also be given to the provision of a pedestrian gate at the southeast corner of the site.

The other representation supports the principle of additional housing close to the heart of Dunbar and within easy walking distance. Concerns are however raised that the proposal would alter the character of the Conservation Area, that specimen trees may be removed to facilitate the proposed development, and that a new access to the site is not helpful given that traffic at this point is often increasing speed. The representation also questions the sustainability of the development and the unnecessary number of parking spaces that are proposed.

Dunbar Community Council advise that they are not against the use of the site for housing in principle. They are however saddened that the nursing home and care housing for the elderly approved by planning permission in principle 10/00246/PP is not proceeding. Some concern is expressed that too many houses are being proposed. In this regard the Community Council suggest that the two centrally positioned houses should be deleted to increase the size of the proposed area of open space.

Network Rail, a statutory consultee on this planning application, raise no objection to the principle of the proposed development. They do however provide general advice on how the development should be designed and constructed to ensure that it does not impact on the use of the main east coast rail line. A copy of the letter from Network Rail has been passed onto the applicant for their attention.

The application site is covered by Proposal H10 of the adopted East Lothian Local Plan 2008. Proposal H10 allocates the site for a mixed development of housing and car parking.

The principle of the proposed development of houses on part of the site is consistent with Proposal H10 of the adopted East Lothian Local Plan 2008.

As well as for a housing development, Proposal H10 also allocates the site for car parking. The pre-text to Proposal H10 states that the car parking would be suitable for both the railway station, to ease congestion on Countess Road, and for the town centre where there is an identified need for parking to the south of the town centre.

The development of the site for which planning permission is sought does not include for the provision of the development of a car park. Rather, it is proposed that all of the site would be developed for 17 houses. Thus the proposed development of all of the site for 17 houses is contrary to Proposal H10 of the adopted East Lothian Local Plan 2008.

Notwithstanding this, it is necessary to consider whether there are material considerations in this case that outweigh this element of development plan policy.

In granting planning permission in principle for the development of all of the application site for a 60 bed nursing home and care housing for the elderly it was accepted by the Council, as Planning Authority, that none of the land of the site was required to be retained as a site for car parking.

In taking that decision, the Council accepted that there has been an important change in circumstance since the East Lothian Local Plan was adopted in October 2008.

In October 2008 Network Express East Coast and Network Rail applied to the Council for a Certificate of Lawfulness (Ref: 08/00875/CLD) for a proposed use and development of an area of land that is immediately to the north of the existing car park of Dunbar Railway Station. The purpose of the application was to establish whether or not the proposed use and development of that land for a car park would be permitted development under the relevant Class of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (i.e. whether the proposed use and development of the land for a car park is lawful for planning purposes).

The applicant claimed that development of the land for a surface level car park containing a total of 57 spaces with lighting and CCTV units and the use of an existing vehicular access to it from Station Road with minor modifications, including the use of the existing drainage and boundary enclosures would be permitted development under Class 34 (Railway and light railway undertakings) of Part 13 (Development by Statutory Undertakers) of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992.

In December 2008 the Council decided that the area of land is railway operational land and that it is within the operational and occupational land of Dunbar Railway Station. A Certificate of Lawfulness was issued as the proposed use and development of the land to form a surface level car park with lighting and CCTV units and the use of an existing entrance with minor modifications, including the use of the existing drainage and boundary enclosures, falls within the provisions of Class 34 of Part 13 of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended).

The surface level car park has not yet been formed. However the Council's Transportation service is satisfied that if formed, it would be of a sufficient size and in a suitable location to adequately provide car parking for both the railway station and for the town centre. Together with the existing station car park, Transportation advise that this land could accommodate a total of 110 car parking spaces and a bus interchange. Accordingly, they are satisfied that due to such alternative provision it is no longer necessary for a car park to be formed on part of the land of the application site. They, therefore, raise no objection in principle to part of the application site being developed for houses instead of for a car park.

On this consideration, the Council's Policy and Projects Manager also raises no objection to the principle of all of the site being developed for 17 houses, instead of part of the site being developed for a car park.

The site is situated in an area of predominantly residential use, as defined by Policy ENV1 of the adopted East Lothian Local Plan 2008. Although the principal purpose of Policy ENV1 is to ensure that the predominantly residential character and amenity of existing housing areas is safeguarded from the adverse impacts of uses other than housing it does state that proposals for new development will be assessed against appropriate local plan policies. The residential development of all of the site for 17 houses would be compatible with the predominantly residential use, character and amenity of the area. The principle of the development is not inconsistent with Policy ENV1 of the adopted East Lothian Local Plan 2008.

On all of these considerations the principle of part of the application site being developed for houses instead of for a car park is an acceptable departure from Proposal H10 of the

adopted East Lothian Local Plan 2008.

The details submitted with the application show 17 detached houses laid out within the application site around a landscaped public area that would occupy a central position within the application site. The houses are all to be two storeys in height. 11 of the 17 houses would be served by detached double garages. The remainder of the proposed houses would have integral double garages. The existing trees along the eastern boundary of the application site are to be largely retained and protected, although some limited removal of existing trees is proposed. The existing stone walls that enclose the eastern and southern boundaries of the site would be retained. It is also proposed to sub-divide the rear gardens of the 17 houses with 1.8 metre high timber fences.

The proposed houses are to be finished with cream or stone coloured rendered walls with good quality reconstituted or natural stone base courses and window cills and bands. The roofs of the houses are to be clad in natural slate. Rainwater goods are to be of UPVC construction and finished in a black colour.

The 17 houses are to be accessed from Countess Road at a point immediately to the west of its junction with Station Road with an internal access road being formed within the application site.

In their positions and due to the elevated nature of the site, the proposed houses and detached garages would, in part, be visible from public places in the locality of the site, including from Abbey Road, Station Road, Countess Road and the platform of Dunbar railway station. They would however be well contained within the site, which is enclosed on some of its boundaries by high stone walls and additionally along its eastern boundary by an existing belt of mature trees, and elsewhere by the residential properties immediately to the west and northwest of the site. In this regard, the proposed houses and garages would sit comfortably in their house plots, would not harmfully disrupt the density and pattern of layout of the houses of the surrounding area, and would not be harmful to the character and appearance of this part of the Conservation Area.

By their height and proportions the proposed houses and garages would be in keeping with the residential character of the area and the architectural character and appearance of this part of the Dunbar Conservation Area. The proposed houses are each similarly designed with some traditional architectural features, including pitched roofs clad in natural slate, rendered walls, timber framed windows of a sash and case style and stone window bands. The proposed houses are generally of a design sympathetic to their surroundings. To give a variety to the appearance of the development and its visual relationship with the existing buildings to the north, east and west it would be reasonable to require that the wet dash rendered walls of the buildings be painted in a co-ordinated scheme of different colours. This requirement could be imposed by a condition attached to the grant of detailed planning permission for the development. Subject to the imposition of this planning control, the proposed houses would not harm the character and appearance of the Conservation Area and the setting of the nearby listed buildings.

The proposed associated works, including the erection of garages and the formation of a vehicular access would not, subject to control being exercised over the materials to be used, harm the character and appearance of the Conservation Area.

The application site is physically capable of accommodating the entire development, including satisfactory vehicular and pedestrian access and car parking, without resulting in an overdevelopment of it or increasing the density of development such that the established character of the area is harmfully altered.

The proposed 17 houses would be so sited, oriented and screened such as not to harm the privacy and amenity of the neighbouring residential properties through overlooking or overshadowing.

The proposed 17 houses would be laid out in such a way as to give an acceptable standard of residential amenity to their future occupants.

The proposed development is consistent with Policy 1B of the approved South East Scotland Strategic Development Plan (SESplan), Policies ENV3, ENV4, DP1 and DP2 of the adopted East Lothian Local Plan 2008 and with Scottish Planning Policy: February 2010.

The belt of mature trees along the eastern edge of the site is important to the landscape character of the Dunbar Conservation Area. A tree survey and arboricultural implication study has been submitted with the application, which concludes that most of those mature trees could be retained. The Council's Policy and Projects Manager concurs with the findings of the report, and is satisfied with how the applicant proposes to safeguard the trees to be retained during construction works. He recommends that additional tree planting should be provided along the eastern edge of the site, to strengthen the existing tree belt. The additional tree planting recommended by the Policy and Projects Manager can reasonably be secured by a conditional grant of planning permission for the proposed development. The proposed development does not conflict with Policy DP14 of the adopted East Lothian Local Plan 2008.

The Council's Biodiversity Officer raises no objection to the proposed development, advising that the application site consists of a relatively species poor pasture, offering only limited habitat value.

The application site being adjacent to Dunbar Railway Station is next to the main east coast rail line. The applicant has submitted a noise and vibration assessment, which assesses the levels of railway noise and vibration and their likely impact on the proposed 17 houses. The assessment concludes that railway noise and vibration would not adversely affect the amenity of residents of the proposed 17 houses. The Council's Principal Environmental Protection Officer has considered the noise and vibration assessment, and confirms that he agrees with the conclusion of it and does not consider it necessary to impose any measures to mitigate the impact of noise or vibration from the railway.

The Council's Transportation service are satisfied that the proposed 17 houses could be safely accessed and that sufficient on-site car parking could be provided. They recommend that dropped kerbs should be provided at the site junction with Countess Road to ensure a safe means of access for pedestrians. Transportation also recommend that gates to dwellings should open inwards into the property and that the proposed driveways should be hard formed over the first 2 metres to prevent loose materials entering the public road. They further recommend that the driveway should each have a minimum visibility splay of at least 2 metres by 20 metres in both directions so that no obstruction lies within it above a height of 1.05 metres measured from the adjacent carriageway surface. These matters can be controlled through the imposition of a condition on a grant of planning permission for the proposed development.

The Transportation service recommends that a construction method statement should be submitted to and approved in advance by the Planning Authority. The construction method statement should seek to minimise the impact of construction traffic movement and activity on the local road network. On a wider consideration it should also seek to minimise the impact of construction traffic movement and activity on the amenity of the

area. It should recommend mitigation measures to control noise, dust, construction traffic and shall include hours of construction work.

The Transportation service also recommend that wheel washing facilities must be provided and maintained during the period of construction of the site.

The submission of a construction method statement and the provision of wheel washing facilities can be secured through a conditional grant of planning permission for the proposed development.

With the imposition of conditions to cover the recommendations of the Transportation service the proposed development would accord with Policies T2, DP20 and DP22 of the adopted East Lothian Local Plan 2008.

The Council's Waste Services Manager raises no objection to the proposed development.

The proposed development by its scale and prominent public location would have a significant impact on the local environment and thus in accordance with the requirements of Policy DP17 of the adopted East Lothian Local Plan 2008 it should incorporate artwork either as an integral part of the overall design or as a related commission. This can be secured by means of a condition on the grant of planning permission for the proposed development.

The Scottish Environment Protection Agency raise no objection to the proposed development.

Scottish Water were consulted on this planning application but provided no comments on it.

The application site is within the inventory boundary of the Battle of Dunbar II. The Battle of Dunbar II is included within the Inventory of Historic Battlefields.

Historic Scotland raise no objection to the proposed 17 houses, being satisfied that they would not harm the Battle of Dunbar II site.

It is stated in Scottish Planning Policy: February 2010 that archaeological sites and monuments are an important finite and non-renewable resource and should be protected and preserved in situ wherever feasible. The presence and potential presence of archaeological assets should be considered by planning authorities when making decisions on planning applications. Where preservation in situ is not possible planning authorities should through the use of conditions or a legal agreement ensure that developers undertake appropriate excavation, recording, analysis, publication and archiving before and/or during development. If archaeological discoveries are made during any development, a professional archaeologist should be given access to inspect and record them. Planning Advice Note 42: Archaeology similarly advises.

The Council's Heritage Officer advises that the application site lies within an area regarded as having a good potential for archaeological remains to be present. Accordingly she recommends that a programme of archaeological works should be carried out by a professional archaeologist to evaluate the site for any potential archaeological remains. This can be secured through a condition attached to a grant of planning permission for the proposed development. This approach is consistent with Scottish Planning Policy: February 2010, Planning Advice Note (PAN) 2/2011: Planning and Archaeology and with Policy ENV7 of the adopted East Lothian Local Plan 2008.

The Council's Executive Director (Support Services) informs that the application site is located within the primary school catchment area of Dunbar Primary School and the secondary school catchment area of Dunbar Grammar School. He confirms that Dunbar Primary School (P1-3) has capacity to accommodate pupils that might arise from occupation of the proposed 17 houses. However, there would be insufficient capacity at both Dunbar Primary School (P4-7) and Dunbar Grammar School to accommodate pupils that might arise from occupation of the proposed houses. Thus he objects to the application on the grounds of lack of permanent capacity at those schools. However, he would withdraw that objection provided the applicant makes a financial contribution to the Council of £86,870 (£5,110 per unit) towards the provision of additional school accommodation at Dunbar Primary School (P4-7) and Dunbar Grammar School.

This can be secured through an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 or by some other appropriate agreement. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Subject to the payment of the required contribution towards educational accommodation the proposal is consistent with Policy INF3 of the adopted East Lothian Local Plan 2008, which stipulates that new housing will only be permitted where appropriate provision for infrastructure required as a consequence of the development is made. This will include funding necessary school capacity.

The Council's Economic Development & Strategic Investment Manager advises that in accordance with the Council's affordable housing policy, 25% of the proposed 17 houses should be affordable housing units, i.e. a total of 4 affordable housing units. They should be provided on site or if it can be demonstrated to the Council that this, or the off-site provision of 4 affordable units is not practicable, a commuted sum payment should be made to the Council in lieu of such an on or off-site provision. The terms for the provision of this affordable housing requirement should be the subject of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997. The basis of this is consistent with the tests of a planning agreement set in Planning Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Subject to the Council securing the affordable housing requirement the proposal is consistent with Policy H4 of the adopted East Lothian Local Plan 2008.

The decision to grant planning permission is subject to the prior conclusion of an agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 designed to:

(i) secure from the applicant a financial contribution to the Council of £86,870 (£5,110 per unit) towards the provision of additional school accommodation at Dunbar Primary School (P4-7) and Dunbar Grammar School, as identified by the Council's Executive Director (Support Services); and

(ii) secure the provision of 4 affordable housing units within the application site or if it can be demonstrated to the Council that this, or the off-site provision of 4 affordable units is not practicable, to secure from the applicant a commuted sum payment to the Council in lieu of such an on or off-site provision.

In accordance with the Council's policy on time limits for completion of planning agreements the decision should also be that in the event of the Section 75 Agreement not having been executed by the applicant, the landowner and any other relevant party within six months of the decision taken on this application, the application shall then be refused for the reason that:

(i) without the required developer contribution for the provision of additional school accommodation at Dunbar Primary School (P4-7) and Dunbar Grammar School and agreement on the terms of provision of the required amount of affordable housing being secured by an Agreement under Section 75 of the Town and Country Planning (Scotland) Act 1997 the proposed development of 17 houses is unacceptable due to a lack of sufficient school capacity at Dunbar Primary School (P4-7) and Dunbar Grammar School and a lack of provision of affordable housing, contrary to Policies INF3 and H4 of the adopted East Lothian Local Plan 2008.

CONDITIONS:

- 1 No development shall take place on site unless and until final site setting out details have been submitted to and approved by the Planning Authority.

The above mentioned details shall include a final site setting-out drawing to a scale of not less than 1:200, giving:

- a. the position within the application site of all elements of the proposed development and position of adjoining land and buildings;
- b. finished ground and floor levels of the development relative to existing ground levels of the site and of adjoining land and building(s). The levels shall be shown in relation to an Ordnance Bench Mark or Temporary Bench Mark from which the Planning Authority can take measurements and shall be shown on the drawing; and
- c. the ridge height of the proposed shown in relation to the finished ground and floor levels on the site.

Reason:

To enable the Planning Authority to control the development of the site in the interests of the amenity of the area.

- 2 No development shall take place until the applicant has, through the employ of an archaeologist or archaeological organisation, secured the implementation of a programme of archaeological work on the site of the proposed development in accordance with a written scheme of investigation which the applicant will submit to and have approved in advance by the Planning Authority.

Reason:

To facilitate an acceptable archaeological investigation of the site.

- 3 No development shall take place until there has been submitted to and approved in writing by the Planning Authority a scheme of landscaping. The scheme shall provide details of : the height and slopes of any mounding on or recontouring of, the site; tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting. The details shall include the provision of additional/ replacement trees within the belt of trees located along the eastern edge of the site. The scheme shall include indications of all existing trees and hedgerows on the land, details of any to be retained, and measures for their protection in the course of development.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation.

Reason:

In order to ensure the implementation of a landscaping scheme to enhance the appearance of the development in the interests of the amenity of the area.

- 4 Notwithstanding that which is stated on the drawings docketed to this planning permission, a detailed specification of all external finishes of the houses and garages of the proposed development shall be submitted to and approved by the Planning Authority prior to the use of the finishes in the development. The detailed specification shall show the basecourse, cills and window surrounds being constructed in natural stone, and not reconstituted stone. The external finishes of the houses and flats shall be in accordance with a co-ordinated scheme of materials and colours that shall be submitted to and approved in advance by the Planning Authority. This co-ordinated scheme shall in detail promote wet dash render as the predominant finish to the walls of the houses

and garages, with a use of more than one render colour and with a strongly contrasting difference in the colours such that they will not each be of a light colour. All such materials used in the construction of the houses and garages shall conform to the details so approved.

Reason

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To ensure the development is of a satisfactory appearance in the interest of the character and appearance of the Dunbar Conservation Area.

5

No residential unit shall be occupied unless and until details of artwork to be provided on the site or at an alternative location away from the site have been submitted to and approved by the Planning Authority and the artwork as approved shall be provided prior to the occupation of the final residential unit approved for erection on the site.

Reason

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To ensure that artwork is provided in the interest of the visual amenity of the locality or the wider area.

6

The development hereby approved shall be carried out in strict accordance with the following transportation requirements:

1. Dropped kerbs shall be provided at the crossing points at the junction with the existing public road to provide suitable safe for people accessing and egressing the site. Details of the dropped kerbs to be provided shall be submitted to and approved in advance of their provision by the Planning Authority;

2. Gates to dwellings shall open into the property;

3. The driveways shall be hard formed over the first 2 metres to prevent loose materials entering the public road; and

4. The driveways shall have a minimum visibility splay of at least 2 metres by 20 metres in both directions so that no obstruction lies within it above a height of 1.05 metres measured from the adjacent carriageway surface.

Reason

:

In the interests of road and pedestrian safety.

7

A Construction Method Statement to minimise the impact of construction activity on the amenity of the area shall be submitted to and approved by the Planning Authority prior to the commencement of development. The Construction Method Statement shall recommend mitigation measures to control noise, dust, construction traffic and shall include hours of construction work.

The recommendations of the Construction Method Statement shall be implemented prior to the commencement of development.

Reason

:

To minimise the impact of construction activity in the interests of the amenity of the area.

8

No work shall be carried out on the site unless and until an effective vehicle wheel washing facility has been installed in accordance with details to be submitted to and approved by the Planning Authority prior to its installation. Such facility shall be retained in working order and used such that no vehicle shall leave the site carrying earth and mud in their wheels in such a quantity which causes a nuisance or hazard on the road system in the locality.

Reason

:

In the interests of road safety.

Please note that the remainder of pages relating to this item have been removed as they contain personal information (for example - names and addresses of people that have made representation)