

		Committee Date: 26th July 2022
Woodbury And Lympstone (Lympstone)	21/0354/FUL	Target Date: 20.04.2021
Applicant:	Mr & Mrs Mullen	
Location:	Blue Haze Church Path	
Proposal:	Change of use of land from agricultural to residential to provide a driveway to Blue Haze, construction of an agricultural storage building and hardening of public footpath	

RECOMMENDATION: Approval with conditions

EXECUTIVE SUMMARY

This application is before Committee as the officer recommendation is contrary to the views shared by both ward members.

Permission has recently been granted for a replacement dwelling on the edge of the Lympstone built up area boundary, this dwelling does not/has never benefitted from any off street parking and cannot be accessed by a vehicle. During the determination of the previous application 18/0903/FUL part of the proposal for an access track and parking area was removed as officers had concerns regarding the impact on the green wedge with no public benefits being put forward.

This application proposes a similar access route, using two strips of concrete, laid onto the existing surface with a small foundation, spaced an axle width apart, leading to a parking area and agricultural building, however, this time it also proposes to harden the public footpath which is in the ownership of the applicant. Policy 3 of the Lympstone Neighbourhood Plan indicates that where development causes no harm to the purpose of the green wedge (coalescence) developments that provide a community benefit will be permissible in the designated area; it is considered that the hardening of the footpath, so that it can be used all year round (at present the footpath is very muddy and wet through some of the year, particularly the winter months), would be a community benefit.

The impact of the development on highway safety (including surface water run off onto the highway) has been found to be acceptable together with the visual impact and impact of the agricultural building on its surroundings.

Accordingly, the proposed development is not considered to undermine the purpose of the green wedge or lead to the loss of identity of Lypstone leading to settlement coalescence and is therefore recommended for approval subject to conditions.

CONSULTATIONS

Local Consultations

Parish/Town Council

Recommendation: OBJECT

Lypstone Parish Council (LPC) point out that the original planning permission for the development at Blue Haze was granted on the proviso that the field was used only for access to and from the house during the building works. Once the development had been completed, the field would be returned to its original state as an agricultural field. And, despite the owners openly promising the reinstatement of the field at a public meeting, it is believed that the hard core chosen to be used and laid as the temporary access seemingly proves that this was never the intention.

LPC fears that if this application were approved it would set a precedent for other agricultural fields. Although the housing development is inside the BUAB, the agricultural field is outside the BUAB, in the green wedge and in the coastal preservation area. It would ultimately be detrimental to the flora and fauna habitats; change the character and destroy the ever-diminishing green wedge.

The proposed agricultural building is substantial and far too big for the requirements set out in the planning application. Being on the skyline it goes against green wedge principles and could be seen from the Exe Estuary and surrounding areas both near and far.

The entire planning application contravenes the objectives set out in the East Devon Local Plan especially regarding sustainability, the conservation area and environment. And contradictory to the Lypstone Village Design Statement and Objectives: 2, 4, 5, 6, CA22 and CA24 of the Lypstone Neighbourhood Plan.

LPC have concerns of the proposed removal of an established Oak tree due to its 'poor condition' recorded on the plans but this conflicts with the arboricultural report that the Oak tree should be protected. At the request of LPC, Lypstone tree warden has viewed and made the following comments about the tree: 'This Oak tree is approximately 50 years old. The lower branch has been broken down and it needs to be removed. It is a typical hedgerow Oak tree which are too often being removed from hedges around Devon. I would recommend that the EDDC tree officer places a pending TPO on this tree so that a complete assessment can be made before any work proceeds on this tree.' LPC kindly asks that EDDCs tree Officer also view and comment on this Oak tree.

Issues surrounding the ownership of the hedge and bank between the new development at Blue Haze and the agricultural field need to be legally established.

The footpath needs to be kept in line with Devon County Council policies and recommendations.

Woodbury And Lympstone - Cllr Ben Ingham

At this time, with the facts as I understand them, I recommend this application for refusal for the following reasons:

- A change of usage, even if only for the drive, will have a dramatic effect on the field and its usage. The field will no longer be used for agricultural purposes. This we have seen over the last couple of years already, which is wrong.
- The considered site is clearly visible from the footpath within the field so is already intrusive and the rubble track must be removed when the building work is completed.
- This site is in the green wedge, so anything that encourages the coalescence of Lympstone and Exmouth should be refused, however minor, if against policy.
- The strategy to protect this land and adjacent fields is a valid one, set some time ago. As a planning authority, we must protect that intent vigilantly, not compromise it. The Coastal Preservation Area and Green Wedge must be preserved and protected.

I recommend refusal

Further comments:

I continue to recommend refusal.

Woodbury And Lympstone - Cllr Geoff Jung

21/0354/FUL

I have viewed the Planning Application 21/0354/FUL for a change of use of land from agricultural to domestic to provide a driveway to Blue Haze and construction of an agricultural storage building at Blue Haze Church Path Lympstone

The property Blue Haze has recently been transformed to a substantial dwelling 18/0903/FUL in 2018. According to the application documents there is no parking allocated to Blue Haze. Vehicles currently park on the street on Underhill, Underhill Crescent or in the Council car park, however it is well known (and recognised within the Neighbourhood Plan) that spaces are very limited in these areas. There is also no emergency access to the property. Ambulances, fire crews and other emergency services cannot access the property and must park at the bottom of the path. This has had a significant impact on response times and limited the extent of equipment that they could bring to site.

This earlier application was originally submitted with a proposed access in the same location as this latest line following the temporary permitted access. However following concerns raised regarding the impact on the agricultural field which is protected as a Green Wedge and within the Coastal protection area the proposal for the drive was withdrawn and the development agreed without vehicle access.

Therefore, the lack of access was accepted and agreed prior to the development going ahead and I cannot see a justification to override the earlier concerns and objections and therefore I cannot support this application.

I reserve my final views on this application until I am in full possession of all the relevant arguments for and against.

Further comments:

21/0354/FUL

I have viewed the documents in relation to 21/0354/FUL for a change of use of land from agricultural to residential to provide a driveway to Blue Haze, for the construction of an agricultural storage building and hardening of public footpath at Blue Haze Church Path Lymptone.

This proposal is in the protected Green wedge and outside the Built-up Area Boundary for the Village of Lymptone and therefore not supported by the East Devon Local Plan Reviewing the previous application which also included this access but later withdrawn suggests that the previous application would not have been approved with the driveway. However, a temporary driveway was agreed with a condition this would be removed once construction was completed. I see no reason why this should be considered now and therefore cannot support this application.

I reserve my final views on the application until I am in full possession of all the relevant arguments for and against

Technical Consultations

Devon County Highway Authority

The project leads on from the approved application 18/0903/FUL, The proposed plan leaves at least the first 15m with a compacted surface to avoid debris being brought onto Sowden Lane. Sowden Lane is the best option for visibility to allow a vehicular access to this property.

It may be good to consult the Public Right of Way team on their thoughts on the interaction of the adjacent footpath from this planning application.

Overall however the County Highway Authority has no objection to this planning application.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, HAS NO OBJECTION TO THE PROPOSED DEVELOPMENT

Further comment:

Devon County Highways has been contacted regarding potential for increased surface water run-off from the development onto Sowden Lane. The access onto the road is existing and there has been a gravel surface evident here for a number of years, the use of the access for a different purpose is not going to encourage water to act any differently that it does currently.

Should planning officers consider a condition necessary something along the following lines may aid in allaying any local concerns:

Prior to its first use for residential purposes the access with Sowden Lane shall be constructed in such a way as to prevent surface water leaving the application site and entering the public highway.

Reason: To ensure that any increase in surface water resulting for the proposed development does not enter the public highway in the interests of highway safety in accordance with Policy TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan).

EDDC Landscape Architect - Chris Hariades

12/07/21 - Having reviewed the details submitted for the above application I comment as follows:

The proposed small barn parking area and trackway are likely to be visible from Lympstone footpath 4 to the east, especially in winter when the adjacent hedgerow is not in leaf but are likely to have limited landscape and visual impact. However I would make the following recommendations for conditions should the application be considered for approval:

- o The barn roof should be clad in cedar shingles rather than profile metal sheeting in order to prevent glare effects that may otherwise arise due to its elevated southerly aspect. Timber wall cladding should be dark stained.
- o The proposed 'tramway' track which is to be formed in concrete should utilise dark aggregate to help it blend with the surrounding red soil.
- o The proposed parking area and hardstanding to the front of the barn should be formed in permeable self-binding gravel. Details of proposed gravel source should be submitted for approval prior to construction.
- o Detailed proposals for improvements to the surface of the public footpath (Lympstone footpath 4) should be submitted for approval including details of proposed aggregate which should be a suitable dark colour together with details of proposed drainage measures and future maintenance.
- o There is opportunity to provide biodiversity benefits through appropriate management of the field boundary hedgerows including additional tree planting within/ adjacent to them and management of the grass sward by appropriate cutting and removal of arisings to promote summer flowering and seeding of wildflower species. A 10 year landscape and ecology management plan should be submitted for approval prior to commencement of works.

Other Representations

13 letters of representation have been received as a result of this application, 10 raising objections, 2 in support and 1 neutral comment.

The 10 objections raise the following concerns:

- extending the curtilage and an access through the green wedge would create a dangerous precedent;
- loss of amenity to local residents;
- deviates from the local plan;
- the applicants knew there was no access or parking area when they purchased the property;

- the barn will become a domestic garage;
- better places on the land to site the agricultural building;
- hardening of the path is not a community benefit - just the landowners duty;
- access removed from previous application;
- field should remain solely for agricultural purposes;
- current drive is for construction purposes only and should be removed when no longer required;
- protect the green wedge at all costs.

POLICIES

Adopted East Devon Local Plan 2013-2031 Policies

Strategy 7 (Development in the Countryside)

D1 (Design and Local Distinctiveness)

TC7 (Adequacy of Road Network and Site Access)

Strategy 8 (Development in Green Wedges)

D7 (Agricultural Buildings and Development)

EN14 (Control of Pollution)

EN22 (Surface Run-Off Implications of New Development)

Neighbourhood Plan

Lympstone Neighbourhood Plan (Made) – Policy 3

Government Planning Documents

NPPF (National Planning Policy Framework 2019)

National Planning Practice Guidance

Relevant Planning History

18/0903/FUL - Replacement dwelling - Approved

This application had originally been submitted with a sunken parking area and access driveway from Sowden Lane, however, following concerns raised by officers regarding the impact on the green wedge and coastal preservation area and the absence of a public benefit, the applicant has decided to withdraw this element of the proposal.

Site Location and Description

The site for the proposed access, driveway, parking area and agricultural storage building lie adjacent to the built up area boundary of Lympstone as defined in the Villages Plan DPD which is echoed in the Lympstone Neighbourhood Plan. The field is accessed from Sowden Lane and rises steadily up before levelling out where it meets with the public footpath on its northern boundary. The area where the parking

and agricultural storage building are proposed is relatively flat. The applicant's dwelling, which is currently under construction, lies immediately to the north of the proposed parking area.

The site is located within the Green Wedge and Coastal Preservation Area.

Proposed Development

This application seeks full planning permission for the change of use of part of an agricultural field to provide a driveway and parking area for the property known as 'Blue Haze', it also proposes to erect an agricultural storage building.

During the application process the application was amended to include hardening of the public footpath which runs along the northern boundary of the site and is in the applicant's ownership.

ANALYSIS

The main considerations in the determination of this application relate to:

- The principle of the proposed development;
- Development in the green wedge;
- Impact on residential amenity;
- Impact on highway safety;

Principle of the proposed development

The site lies outside of the built up area boundary of Lymptone as defined by the Villages Plan DPD referenced in Strategy 27 of the East Devon Local Plan and is therefore considered to be in the countryside in policy terms. Strategy 7 of the East Devon Local Plan does not put a bar on any development form taking place in the countryside, however, any development proposed must be in accordance with another policy contained in the Local Plan, in this instance there is no policy in the local plan that would allow for the extension of residential curtilage (to provide the access track and parking area).

Furthermore Strategy 8 (Development in Green Wedges) of the East Devon Local Plan states within Green Wedges, as defined on the Proposal Map, development will not be permitted if it would add to existing sporadic or isolated development or damage the individual identity of a settlement or could lead to or encourage settlement coalescence. The Green Wedge designation is described as land west of the A376.

Planning law requires that applications for planning permission must be determined in accordance with the development plan (foot note 2 states this includes local and neighbourhood plans that have been brought into force) unless material considerations indicate otherwise. Paragraph 12 of the NPPF states that the presumption in favour of development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any

neighbourhood plans that form part of the development plan), permission should not usually be granted.

The Lymptstone Neighbourhood Plan (LNP) is 'made' and therefore its policies are a material consideration and should be afforded full weight.

In this regard it is important to note the provision of Policy 3 of the Lymptstone Neighbourhood Plan which states that:

Development will not normally be permitted within the Green Wedge or Coastal Preservation Area unless it can be demonstrated that no harm to the character or purpose of these areas will occur and development is:

- o Justified on agricultural, horticultural or forestry grounds; or*
- o Within a residential or employment site curtilage; or*
- o Justified on sustainability grounds; or*
- o Will provide a community facility or recreation route.*

This NP policy does not support residential dwellings in the Green Wedge and clearly sets out the development types that would be considered acceptable subject to no harm. In the case of this application, the agricultural building is justified on agricultural, horticultural or forestry grounds and is therefore acceptable in principle. The access track to the dwelling would be justified based on the fourth criteria as it would harden the public footpath and make it useable all year round, the existing public footpath, which is in the ownership of the applicants albeit fenced off from the rest of the field to prevent ease of access across all of their land, is inaccessible for a fair proportion of the year, chiefly the winter months as it is often wet and boggy. At the time of the officer visit in early March of this year the footpath was barely useable, certainly for people with physical disabilities. Accordingly the hardening of the public footpath would be seen as a community benefit/facility.

Accordingly it is considered that the proposal is acceptable in principle providing that no harm to the character and purpose of the green wedge is found and the impacts of the proposal are acceptable in relation to other policies contained in the development plan.

Green Wedge and Coastal Preservation Area

The proposal lies in the Green Wedge and Coastal Preservation Area and therefore must comply with Strategies 8 and 44 of the EDDC Local Plan and Policy 3 of the LNP which states that development will not be permitted if it would harm the open area, add to existing sporadic or isolated development or damage the individual identity of a settlement or could lead to or encourage settlement coalescence.

In this instance the access track to the dwelling would consist of two lines of concrete, an axle width apart, laid onto the existing surface (with appropriate foundation), therefore the track would not be overly visible from the public domain especially given the surrounding topography, the track would be more visible as it gets closer to the built up area boundary as it is overlooked by a handful of dwellings and would be visible from the public footpath. Accordingly as the track would be agricultural in

appearance and could not be said to add to sporadic or isolated development or damage the identity of Lympstone and is therefore considered acceptable in terms of its impact on the green wedge.

The parking area would be more visible and would be required to be screened to soften its impact through an appropriately worded landscaping condition and removal of permitted development right under Class E to ensure no structures are placed within it without the prior granting of planning permission, the area itself is not considered to harm the purpose of the Green Wedge or the identity of Lympstone.

The agricultural building has been designed to be functional to enable a storage solution for vehicles and implements required to maintain the field, its modest form and sympathetic materials would be read against the backdrop of existing hedging and the applicants dwelling, the building is considered reasonably necessary on the land and would not lead to or encourage settlement coalescence or harm the individual identity of Lympstone. There are similar, albeit much larger, agricultural storage buildings on the opposite side of Sowden Lane serving a property called 'Atlantis' which are much more readily visible in the surroundings.

The Council's Landscape Architect considers that the track and building would have a limited landscape and visual impact but does consider it necessary to impose suitably worded conditions to ensure that the track and building would assimilate well into their surroundings.

In respect of green wedge policy, given the site surroundings, with existing housing to the north and east, the low level of the development is considered to assimilate well into its surroundings and as such would not add to existing or sporadic development, while the low scale and density of the proposal would not damage the individual identity of Lympstone village in accordance with Strategy 8 of the EDDC Local Plan and Policy 3 of the LNP. This is a similar circumstance to the recent appeal against the refusal of application 20/0933/OUT (albeit for a dwelling and not an access track), where the Inspector commented the following in relation to impact on the green wedge

'The development would read as infill and would relate very well to surrounding housing, falling inside a notional building line across this southern extent of the village. It is bound by a substantive hedgebank along its south perimeter. If this feature is retained, and if the dwelling were to maintain a low-profile design as suggested, the proposal would have a negligible presence within the Green Wedge in views from the public footpaths and the highway network to the south. On this basis, the scheme would consolidate the pattern of development at this village edge without harm to the character and appearance of the Green Wedge and without any semblance of encroachment towards Exmouth'.

Comments have been made by the District Councillor, Parish Council and 3rd parties stating that the applicant withdrew the track from the previous application on this site which granted planning permission for the replacement dwelling and the development has been implemented so the applicants were aware that they may not gain permission for a driveway and parking area and therefore this permission should not be granted. However, since consideration of the original application, the applicants have offered the hardening of the public footpath on the northern and part of the

eastern boundary of the site which is in their ownership to enable the footpath to be used year round and accords with the Lympstone Neighbourhood Plan which has been recently made and follows the wishes of the local community.

Impact on residential amenity

The applicant's dwelling lies at the end of Church Path which runs up hill from the centre of Lympstone, none of the dwellings are served by access or dedicated parking and are required to either use on street parking in the area or the public car park, access for emergency services is difficult. Being the end property there are no other immediate neighbours that have the potential to be impacted upon as a result of the proposal other than through car headlights in the shining form the track, which would be in excess of 30 metres, the proposal is not considered to have a detrimental impact on residential amenity in accordance with Policy D1 of the EDDC Local Plan.

Impact on highway safety

The proposal seeks to use the existing field access onto Sowden Lane, the access track would be hardened for 15 metres back from the junction similarly to as it has been in the past, although details of its exact materials would be required by condition and follow the hedgeline boundary on the eastern boundary of the site. The field access has been used by agricultural vehicles for a number of years and has been used by the applicants as a temporary construction access (under permitted development) while the replacement dwelling is being constructed. The access is on the inside of a bend where traffic speeds are low and affords good visibility in either direction. Devon County Highways Engineer raises no objections to the proposed development.

Concerns have been expressed locally regarding the potential for increased surface water run-off from the proposed use of the access and driveway for residential purposes, however as there has been an access here for a number of years together with a gravelled access way into the field it is considered that there is unlikely to be any increased surface water run off entering the public highway. Devon County Highways Officer concurs with this view, however for the avoidance of doubt they suggest a condition if Members consider it necessary, this is provided below as condition 11.

Accordingly, the proposed access is considered acceptable in relation to Policy TC7 of the EDDC Local Plan.

Devon County Council's Footpath Officer has been consulted on the planning application and chanced for comments on many occasions, but despite seeking a response for almost 12 months no comments have been forthcoming. This is taken as a lack of objection to the proposal,

Conclusion

The proposal represent a form of development that would be a departure from the East Devon Local Plan, however, it is one of the types of development that is supported by the Lympstone Neighbourhood Plan by providing a community benefit

through the hardening and maintenance of the public footpath so that it can be use all year round and is a form of development that is not considered to harm the individual identity of Lympstone or lead to or encourage settlement coalescence. As such it will not harm the Green Wedge of Coastal Preservation Area and is therefore recommended for approval.

RECOMMENDATION

APPROVE subject to the following conditions:

1. The development of the access track and parking area hereby permitted shall be begun within 3 months of the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004) to remove the temporary track that is currently in place on the land.
2. The development of the agricultural building shall be begun before the expiration of three years from the date of this permission hereby permitted shall be begun permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004)
3. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
4. Notwithstanding the details provided, within 3 months of the commencement of development a landscaping scheme shall have been submitted to and approved in writing by the Local Planning Authority; such a scheme to include the planting of trees, hedges, shrubs, herbaceous plants and areas to be grassed. The scheme shall also give details of any proposed walls, fences and other boundary treatment. The landscaping scheme shall be carried out in the first planting season after commencement of the development unless otherwise agreed in writing by the Local Planning Authority and shall be maintained for a period of 5 years. Any trees or other plants which die during this period shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.
(Reason – To ensure that the details are planned and considered at an early stage in the interests of amenity and to preserve and enhance the character and appearance of the area in accordance with Policies D1 – Design and Local Distinctiveness and D2 – Landscape Requirements of the Adopted New East Devon Local Plan 2016.)
5. Within 6 months of the commencement of development, the public footpath located on the northern and eastern boundary of the site and within the applicant's ownership shall be hardened in accordance with a scheme that shall previously have been submitted to and approved in writing by the Local

Planning Department. The footpath shall thereafter be maintained in a hardened form so that it can be used throughout the calendar year.
(Reason: To ensure the public benefit from the proposal can be secured for the long term benefit of the community in accordance with Policy 3 of the Lympstone Neighbourhood Plan).

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no works within the Schedule Part 1 Class E for the provision within the curtilages of the dwellinghouses hereby permitted of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouses as such in the area edged red on the planning application.
(Reason - To protect the character and appearance of the area in accordance with Policy D1 – Design and Local Distinctiveness of the Adopted New East Devon Local Plan 2016.
7. The access track and parking area shall only be used by the occupiers of the property known as Blue Haze and their visitors unless required to be used by emergency services.
Reason: To minimise the use of the access track and the visual impact of vehicles using the track and parking area in accordance with Policy D1 – Design and Local Distinctiveness of the East Devon Local Plan
8. Notwithstanding the details provided no development above foundation level on the agricultural building hereby approved shall take place until samples of the materials to be used in the construction of the external surfaces of the building have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the roof shall be clad in shingles rather than metal sheeting. Development shall be carried out in accordance with the approved details.
(Reason - To ensure that the materials are considered at an early stage and are sympathetic to the character and appearance of the area in accordance with Policy D1 – Design and Local Distinctiveness of the Adopted New East Devon Local Plan 2016.)
9. Within 3 months of the commencement of development, the access track shall be hardened for the first 15 metres back from its junction with Sowden Lane as indicated on drawing number SK101A received on 23rd February 2021 and thereafter retained and maintained in a hardened condition.
(Reason: To prevent mud and other debris from entering the public highway in accordance with Policy TC7 – Adequacy of Road Network and Site Access of the East Devon Local Plan).
10. Notwithstanding the details provided, no construction of the access tracks and parking area shall commence until details of their materials and finish have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the agreed materials and finishes only.

(Reason - To ensure that the materials are considered at an early stage and are sympathetic to the character and appearance of the area in accordance with Policy D1 – Design and Local Distinctiveness of the Adopted New East Devon Local Plan 2016.)

11. Prior to its first use for residential purposes the access with Sowden Lane shall be constructed in such a way as to prevent surface water leaving the application site and entering the public highway.

(Reason: To ensure that any increase in surface water resulting for the proposed development does not enter the public highway in the interests of highway safety in accordance with Policy TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan).

NOTE FOR APPLICANT

Informative:

In accordance with the requirements of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 in determining this application, East Devon District Council has worked positively with the applicant to ensure that all relevant planning concerns have been appropriately resolved.

Plans relating to this application:

SK101 A : proposed driveway	Other Plans	23.02.21
PP11 B : north/west	Proposed Elevation	23.02.21
PP01 A	Proposed roof plans	23.02.21
PP01 B : south/east	Proposed Elevation	23.02.21
PPLP A	Location Plan	16.03.21

List of Background Papers

Application file, consultations and policy documents referred to in the report.