



REGULATORY SERVICES COMMITTEE

REPORT

17 November 2011

Subject Heading:	P1502.11 – Land rear of 121-127 Amersham Road, Harold Hill Demolition of existing 14 garages and erection of 1 No. 5 bedroom bungalow with associated parking (Application received 4 th October 2011)
Report Author and contact details:	Helen Oakerbee, 01708 432 800 Helen.oakerbee@havering.gov.uk
Policy context:	Local development Framework
Financial summary:	None

The subject matter of this report deals with the following Council Objectives

Ensuring a clean, safe and green borough	[X]
Championing education and learning for all	[]
Providing economic, social and cultural activity in thriving towns	[]
Value and enhance the life of our residents	[]
Delivering high customer satisfaction and a stable council tax	[]

SUMMARY

This application relates to a Council owned garage court. This application proposes the demolition of the existing 14 garages and the erection of 1No. 5 bedroom bungalow with associated parking and garden area.

The planning issues are set out in the report below and cover the principle of development, impact on the streetscene, residential amenity and highways/parking. Staff are of the view that the proposal is acceptable and it is recommended that permission be granted subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

1) Time limit: The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2) Accordance with plans: The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

Reason:

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3) Parking standards: Before the building(s) hereby permitted is first occupied, provision shall be made for 2 x No. off-street car parking spaces and thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that adequate car parking provision is made off street in the interests of highway safety.

4) Materials: Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:

To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

5) Landscaping: No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason:

In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

6) Cycle storage: Before the building(s) hereby permitted is first occupied, provision shall be made for 2 x No. cycle storage spaces in accordance with the approved plans Drawing Nr. 10.6861.1000 B thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability.

7) Hours of Construction: No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the Local Planning Authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

8) Construction Methodology Statement: Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the

adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:

To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

9) Visibility Splays: The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

Reason:

In the interests of highway safety, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC32.

10) Highways Licence Agreement: The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of the development.

Reason:

To ensure the interests of the travelling public and are maintained and comply with policies of the Core Strategy and Development Control Policies, namely CP10, CP17 and DC61.

11) Secured by Design: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be

submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

12) Noise insulation: The building(s) shall be so constructed as to provide sound insulation of 45 DnT, w + Ctr dB (minimum value) against airborne noise to the satisfaction of the Local Planning Authority.

Reason:

To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning and Noise" 1994.

13) Refuse and recycling: Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority.

Reason:

In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61

14) Permitted Development rights: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 Article 3, Schedule 2, Part 1, Classes A, B, C, D and E, no extensions, roof extensions, roof alterations or outbuildings shall take place unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:

In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

15) Road Surface Lighting: Before the dwelling hereby permitted is first occupied, a scheme for lighting within the development, to include the lighting along the access road, shall be submitted to and approved in writing by the Local Planning

Authority. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason:

In the interest of residential amenity.

16) Land contamination: Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason:

To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

INFORMATIVES

1. Reason for Approval:

It is considered that the proposal satisfies the relevant criteria of Policies DC2, DC3, DC7, DC33, DC36, DC55, DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

2. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

4. The applicant is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council.

5. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

6. In aiming to satisfy Condition 11 the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex,

RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).

REPORT DETAIL

1. Site Description

- 1.1 The application site is a garage court located to the rear of 121-127 Amersham Road. The site is currently covered in hard standing and has 14 garages located to the north and south boundaries.
- 1.2 The site for residential development is approximately 584 square metres in size. Whilst the garage court is level, the site is slightly higher than Amersham Road. The site is surrounded on all sides by the gardens of adjacent residential properties. Some of these have accesses into the garage court.
- 1.3 The character of the surrounding area is predominantly residential and is typified by two storey semi-detached dwellings set behind front gardens.

2. Description of proposal

- 2.1 This application seeks permission to demolish the existing 14 garages on the site and erect 1 No. 5 bedroom bungalow measuring a maximum of 12m deep, 11.8m wide, 2.2m to the eaves and 5m to the ridge in height. The dwelling would be finished in facing brick with UPVC windows and tiled hipped roof.
- 2.4 The dwelling is arranged around a central hallway with kitchen, living room and 5 bedrooms. The kitchen, living room and kitchen all have direct access into the garden.
- 2.5 Access to the dwelling is via the existing garage court access between 123-125 Amersham Road which would be retained as a shared surface road (for pedestrians and vehicles).
- 2.6 A private garden is provided to the side and rear of the property covering an area of 192 square metres; this is enclosed by a 1.8m timber fence.
- 2.7 The bungalow is arranged to meet the Lifetime Homes Standard and be constructed using a timber frame system, which would make the construction process faster than conventionally built brick developments. Overall, the development would meet Code Level 4 for Sustainable Homes.
- 2.8 This application is a resubmission of P1171.11 which was withdrawn. The changes to this application involve the omission of 1 dwelling so now a

single dwelling is proposed. The previous chalet style has also been revised to create a traditional bungalow.

3. Relevant History

- 3.1 P1171.11 – Demolition of existing 14 garages and erection of 2 no. 4 bedroom houses with associated parking and garden areas – withdrawn.

4. Consultations/Representations

Neighbour notification letters were sent to 20 properties. At the time of writing this report, the 21 days for consultation has not expired and no representations had been received. At the time of the committee date, the consultation period will have expired; any representations received will be reported verbally to Members.

5. Relevant Policies

- 5.1 Policies CP1 (housing supply), CP2 (sustainable communities), CP9 (reducing the need to travel), CP10 (sustainable transport), CP15 (environmental management), CP17 (design), DC2 (housing mix and density), DC3 (housing design and layout), DC11 (non-designated sites), DC32 (the road network), DC33 (car parking), DC34 (walking), DC35 (cycling), DC36 (servicing), DC40 (waste recycling), DC53 (contaminated land), DC56 (light), DC58 (biodiversity and geo-diversity), DC59 (biodiversity in new developments), DC61 (urban design) and DC63 (crime) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are material planning considerations.
- 5.2 The adopted Supplementary Planning Document for Residential Design and Landscaping are material considerations.
- 5.3 Policies 3.3, 3.5 and 3.8 of the London Plan (adopted July 2011) are relevant.

6. Staff Comments

- 6.1 This proposal is put before the Committee as the site comprises land owned by the Council. The main issues to be considered by Members in this case are the principle of development, the site layout and amenity space, design/streetscene issues, amenity implications and parking and highway issues.
- 6.2 Principle of development
 - 6.2.1 The site lies outside the Metropolitan Green Belt, Employment Areas, Commercial Areas, Romford Town Centre and District and Local Centres. The principle of residential development is considered acceptable in land use terms and the provision of additional housing is consistent with PPS3 as the application site is within an established urban area.

6.2.2 Policy 3.8 of the London Plan states that DPD policies should offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. Policy 3.5 states that Local Development Frameworks should incorporate minimum space standards. This policy does not provide figures for bungalows; however, the bungalow has an internal floor space of 132 square metres, which is above the minimum standards quoted for a 4 bed 6 person dwelling at 113 square metres. The internal space provided is therefore acceptable.

6.2.3 Policy CP1 indicates that outside town centres and the Green Belt, priority will be made on all non-specifically designated land for housing. The proposal is for redevelopment of a derelict site within an existing residential area. The proposal is therefore acceptable in principle and in accordance with Policy CP1 and 3.3 of the London Plan.

6.3 Site Layout/ Amenity Space

6.3.1 The Council's Residential Design SPD in respect of amenity space recommends that every home should have access to suitable private and/or communal amenity space in the form of private gardens, communal gardens, courtyards, patios, balconies or roof terraces. In designing high quality amenity space, consideration should be given to privacy, outlook, sunlight, trees and planting, materials (including paving), lighting and boundary treatment. All dwellings should have access to amenity space that is not overlooked from the public realm and this space should provide adequate space for day to day uses.

6.3.2 A private amenity area of 192 square metres is provided to the side and rear of the property. The side garden measures 8m deep and the rear portion of the garden measures between 3.8m and 6.8m in depth (due to the projecting bedroom). This amenity space is directly accessible from the kitchen, living room and bedroom 1. Although not conventional in shape, Staff consider it is of a practical arrangement and accords with the SPD for residential design.

6.3.3 The residential density range for this site is 30-50 dwellings per hectare. The proposal would result in a density of approximately 20 dph. This is below the stated density ranges, however, density is only one measure of acceptability and Staff consider that given the constrained nature and shape of the site, a single dwelling is considered acceptable in this location.

6.3.4 There are no longer prescribed back to back distances between properties. However, the bungalow would have a distance of 25.8m to the rear elevation of No's 6-8 Petersfield Avenue and be set at a minimum distance of 21.8m to the bedroom elevation from No's 112-114 Gooshays Drive and a maximum distance of 24.6m. These distances are considered acceptable given the single storey nature of the dwelling, where no roof accommodation is proposed. The front properties No's 123-125 Amersham Road are located approximately 13.8-18m away from the front elevation of the dwelling (depending on the point of measurement due to the staggered front

elevation of the bungalow) and would be separated by residential gardens and boundary fencing and parking area. This is considered acceptable, as the orientation of the bungalow would mean that it does not directly face onto the Amersham road dwellings.

6.4 Impact on Local Character and Streetscene.

6.4.1 Policy DC61 of the LDF Development Plan Document seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and should not prejudice the environment of the occupiers and adjacent properties. Policy DC61 of the DPD states that planning permission will only be granted for development which maintains, enhances or improves the character and appearance of the local area.

6.4.2 The surrounding area has no prevailing architectural style, but there is an established pattern of development with defined building frontages and heights, two storeys with pitched roofs. The proposed dwelling would be set behind the frontage properties of Amersham Road and would not be readily visible as part of the streetscene.

6.4.3 These proposals for a single dwelling on this plot is considered to resolve the cramped appearance of the previous scheme and provide a more generous setting for the bungalow, where there is a reduced area of hard standing from the previous scheme and more scope for soft landscaping. The revision to create a traditional bungalow with pitched roof has reduced the ridge height from 6.8m to 5m and the eaves height reduced from 3.8 to 2.2m. This has reduced the overall bulk of the dwelling which is acceptable.

6.4.4 It is proposed to be finished in a mixture of materials including facing brickwork, concrete roof tiles and UPVC windows. Staff consider these materials to be acceptable within the locality and comparable with those on surrounding dwellings. In any event, full details and samples of materials can be controlled should Members be minded to grant planning permission. There would also be a clearly defined entrance with canopy over which reinforces the principle elevation of the dwelling within the garage court. The inclusion of soft front landscaping and pathways would also soften the appearance of the dwellings and improve the general appearance of this back land site.

6.4.5 Ground levels rise marginally from the south to the north, away from Amersham Road. No accommodation is proposed within the roof space and this has enabled the height of the bungalow to be reduced from the previous proposals, as such would not be visible over No's 121-127 Amersham Road.

6.4.6 The development of housing on the site would improve the quality of the existing garage court and would therefore be an enhancement to the character and appearance of the surrounding area in general.

6.4.7 It is considered that the development of a single family dwelling in this location would have an acceptable impact on the character and appearance of this location. In light of sufficient separation distances between the proposed dwellings and neighbouring properties, Staff are of the opinion that the proposals would not appear as a cramped form of development within the rear garden environment and overall would have an acceptable design and appearance, therefore compliant with the aims and objectives of Policy DC61 of the Local Development Framework.

6.5 Impact on Amenity

6.5.1 Policy DC61 considers that new developments should not materially reduce the degree of privacy enjoyed by the occupants of adjoining properties or have an unreasonably adverse effect on sunlight and daylight to adjoining properties.

6.5.2 The separation distance between the side elevation of the bungalow and 6-8 Petersfield Avenue is 24.8m. This is an increase from 20.8m from the previously proposals. The back to back distance between the rear elevation and no's 112-114 Gooshays Drive is between 21.8 and 24.6m (due to the staggered arrangement of the rear elevation), compared to 23m from the previous submission. While there are no prescribed back to back distances, given the garden depths between both properties and surrounding boundary screening, it is not considered that there would be any direct overlooking or invasion of privacy given the single storey nature of the building.

6.5.3 With regard to noise, Staff consider that the addition of a single dwelling would not give rise to any undue levels of noise and disturbance to the surrounding neighbouring properties within what is a predominantly residential area. The dwelling would be built using a timber frame; this would speed up the construction process over traditionally constructed brick buildings.

6.5.4 There would be 2 parking spaces provided. These are located to the north of the application site. Staff are of the opinion that the parking is sufficiently removed from existing dwellings and that no noise or light pollution would occur as a result of these 2 car parking spaces on the site.

6.5.5 It is considered that the layout, siting and design of the proposed development would be acceptable with no material harmful impact on the amenities of neighbouring properties. Staff consider the impact of a single dwelling to be acceptable, however, it is recommended that permitted development rights are removed in order that Staff can control any extensions or alterations to the property in future. The development is therefore considered to comply with the aims and objectives of Policies CP17 and DC61 of the LDF Development Control Policies DPD in respect of its impact on neighbouring amenity.

6.6 Highway/Parking/Access

- 6.6.1 Policy DC33 in respect of car parking refers to the density matrix in Policy DC2. The site has a PTAL rating of 1-2 and therefore requires 2 - 1.5 parking spaces per unit for a development of this type nature. The development would provide a total of 2 parking spaces. The level and arrangement of parking is therefore acceptable and practical.
- 6.6.2 According to information provided by the applicant, all 14 garages are in a poor condition. Only 1 of the garages is currently let and the tenants of these garages will be offered suitable alternative accommodation. The loss of these garages in favour of the proposal to provide new family accommodation is therefore considered acceptable and would not result in any highway safety or parking issues. No. 123 Amersham Road has an detached garage in its garden with access onto the garage court. This access has been retained as part of the development. Private in-curtilage garages and their respective accesses that serve No's 112-116 Gooshays Drive would be lost as part of the proposals. Staff recognise that this would have an impact upon those occupiers, however, a licence for access onto garage courts are granted with conditions which are subject to revocation. In this instance Gooshays Drive and the surrounding streets are not subject to parking controls and the loss of these accesses would not significantly add to demand for car parking. Where there is no Highways objection, Staff raise no objection.
- 6.6.3 The access road would have a shared surface for vehicles and pedestrians. The 2.8m width of the access road would therefore remain as existing, an area is provided for refuse storage set back 12m from the public highway. This has been considered acceptable by StreetCare and therefore Staff raise no objection on this basis.
- 6.6.4 The development provides storage for 2 x no. cycle spaces to each dwelling which would comply with the Council's standards as set out in Annex 6 which requires a provision of 2 spaces per dwelling with 3 or more bedrooms.
- 6.6.5 In light of the above, the proposal is considered to satisfy the requirements of Policy DC2 and DC33 and would not result in any highway or parking issues.

7. Conclusion:

- 7.1 Overall, Staff are of the opinion that the proposals to provide a single bungalow would be of an acceptable appearance which address the concerns raised within the previous application. The dwelling would be screened from the Amersham Road streetscene by existing development. It is also considered that the proposal presents an acceptable degree of spacing between the buildings, proposed and existing and is not considered to appear as unacceptably dominant or visually intrusive. It is considered that the proposal would not have any detrimental impact on neighbouring properties given its single storey nature. There are no highways issues

raised with regard to the provision of parking for the dwelling, although a garage access would be lost to neighbouring occupiers, this is not to be detrimental to the extent to justify a refusal of the application. The provision and arrangement of amenity space is also acceptable and approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks: None

Legal implications and risks: This application is considered on its own merits and independently from the Council's interest as applicant and owner of the site.

Human Resources implications and risks: None.

Equalities implications and risks:

The proposed dwellings would be constructed to meet the Lifetime homes Standard which means that they would be easily adaptable in the future to meet the changing needs of occupiers.

BACKGROUND PAPERS

Application forms and plans received 4/10/2011.

1. The planning application as submitted or subsequently revised including all forms and plans.
2. The case sheet and examination sheet.
3. Ordnance survey extract showing site and surroundings.
4. Standard Planning Conditions and Standard Green Belt reason for refusal.
5. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
6. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.
7. The relevant planning history.