

CATFIELD – PF/23/2004 - Part change of use of existing agricultural machinery workshop/store and haulage depot to incorporate a containerised self-storage facility (B8 storage) (retrospective) at Ludham Road, Catfield for Mr S Hill.

Minor Development

Target Date: 22 Nov 2023

Extension of Time: 17 May 2024 (TBC)

Case Officer: Bruno Fraga da Costa

RELEVANT SITE CONSTRAINTS

- Within the Countryside as designated within the North Norfolk Core Strategy
- Within the Settled Farmland Landscape Character Area as designated within the North Norfolk Landscape Character Assessment
- Within Contaminated Land as designated within the North Norfolk Core Strategy
- Grade 1 Agricultural Land

RELEVANT PLANNING HISTORY

None

REASONS FOR REFERRAL TO COMMITTEE

The application is being reported to Committee as requested by Cllr Matthew Taylor and Cllr. Kevin Bayes due to concerns regarding proposed operating hours of the business.

CONSULTATIONS

Catfield Parish Council – Objects

North Norfolk District Council Landscape – Advice Provided

North Norfolk District Council Environmental Health – No objection subject to conditions

North Norfolk District Council Economic and Tourism Development Manager – No Comment

Norfolk County Council Highways Authority – No Objection subject to conditions

Anglian Water – has provided advice

REPRESENTATIONS

Public consultation of the application took place for a period of 21 days between 11 October 2023 and 01 November 2023. Three letters of objection have been received as summarised below:

- The egress from the unadopted road into Ludham Road has poor visibility
- The location of the containers along the eastern boundary in conjunction with the 24

hours of operation would give rise to amenity issues regarding the dwelling known as Stanton

- The application is contrary to Policy SS 2
- The 107 storage containers generate an unacceptable volume of traffic on a private access track which is unsuitable for this use
- A line of trees was taken down to accommodate the shipping containers resulting in damage to biodiversity
- Concerns over the effectiveness of the gates to restrict 24 hours use of the site
- Concerns over the size of the development and unsociable hours of operation and lack of security which impacts the amenity of Stanton
- The gaps between the containers would give rise to pest issues
- Concerns over the accuracy of the Vehicular Movement Report
- Concerns over the amount of traffic entering and existing the site and its impacts on the amenity of Stanton

HUMAN RIGHTS IMPLICATIONS

It is considered that the proposed development may raise issues relevant to:

Article 8: The Right to respect for private and family life.

Article 1 of the First Protocol: The right to peaceful enjoyment of possessions.

Having considered the likely impact on an individual's Human Rights, and the general interest of the public, approval of this application as recommended is considered to be justified, proportionate and in accordance with planning law.

CRIME AND DISORDER ACT 1998 - SECTION 17

The application raises no significant crime and disorder issues.

LOCAL FINANCE CONSIDERATIONS

Under section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are not considered to be material to this case.

RELEVANT POLICIES

North Norfolk Core Strategy (September 2008)

Policy SS 1: Spatial Strategy for North Norfolk

Policy SS 2: Development in the Countryside

Policy SS 4: Environment

Policy SS 5: Economy

Policy EN 2: Protection and Enhancement of Landscape and Settlement Character

Policy EN 4: Design

Policy CT 5: The Transport Impact of New Development

Policy CT 6: Parking Provision

Material Considerations

Supplementary Planning Documents and Guidance

North Norfolk Design Guide (December 2008)

North Norfolk Landscape Character Assessment (January 2021)

North Norfolk Landscape Sensitivity Assessment (January 2021)

National Planning Policy Framework (December 2023)

Chapter 2: Achieving sustainable development

Chapter 4: Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed and beautiful places

Chapter 15: Conserving and enhancing the natural environment

OFFICER ASSESSMENT

MAIN ISSUES FOR CONSIDERATION

- 1. Principle**
- 2. Landscape**
- 3. Design**
- 4. Environmental Considerations**
- 5. Highways**
- 6. Conclusion and Recommendation**

1. Principle (Policies SS 1, SS 2 and SS 5)

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case the Development Plan for the area comprises the North Norfolk Core Strategy. At a national level, the National Planning Policy Framework (NPPF) constitutes guidance which the Local Planning Authority must have regard to. The NPPF does not change the statutory status of the development plan as the starting point for decision making but is a material consideration in any subsequent determination.

Policy SS 1 sets out that most of the new development in North Norfolk will take place in the towns and larger villages as defined as Principal and Secondary Settlements and a small amount of new development will be focused on several designated Service and Coastal Service Villages. The rest of North Norfolk, including all settlements that do not fall under the above criteria, will be designated as Countryside. Policy SS 2 limits development in areas designated as Countryside to that which requires a rural location and complies with its list of uses. The proposed development (containerised self storage units) does not fall under the list of acceptable uses set out under Policy SS 2.

Policy SS 5 supports the rural economy and farm diversification, including extensions to existing businesses of an appropriate scale and re-use of existing buildings, including appropriate re-use of the operational land at redundant defence establishments.

Paragraph 89 of the National Planning Policy Framework (NPPF) states that: “planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.”

The application site comprises of an Agricultural Machinery Workshop/Store and Haulage Depot (AMWSD) which had been acquired by AJ Shorten Ltd Road Haulage Contractors in 2014. The site forms part of a 3 hectare business/industrial area comprising of several businesses and a dwelling, and within the wider area are located residential properties, farmland, and agricultural buildings.

The applicant’s case in support of the proposal is based on their understanding that AJ Shorten Ltd Road Haulage Contractors had an Operator’s Licence for 20 haulage vehicles together with its agricultural contracting vehicle machinery. The operation had associated workshop and staff office, goods delivery lorries, vans and cars producing vehicle movements to support the business needs, all with unlimited 24 hour access through all year round.

The site lies approximately 3 miles south of Stalham which is a designated Secondary Settlement in which a more limited amount of additional development will be accommodated. The site and Stalham are not connected by a bus or cycle route. As a result, private car/van would be the main form of transportation.

The business operation requires the access and egress of vehicles to deliver and collect items from the shipping containers. As such, reliance on motor vehicle would be necessary in this instance. Whilst situated away from service and facility provision, and as such the site being located in an isolated location within the countryside, Policy SS 5 seeks to support the rural economy, which is amplified by paragraph 89 of the NPPF which make emphasis on planning policies and decisions recognising that to meet local business and community needs in rural areas, sites may have to be found beyond existing settlements and in locations that are not well served by public transport.

For the reasons given above, it is considered that on balance, whilst the proposal is considered a departure from Policies SS 1 and SS 2, there are existing haulage operations taking place on the site which would cease as a result of this proposal. The proposal is in general accordance with the requirements of Policy SS 5 of the Core Strategy and paragraph 89 NPPF which is a material consideration.

On that basis, subject to compliance with other relevant policies, it is considered that there are material considerations in favour which would, on balance, outweigh the “principle” conflict with the Development Plan in relation to Core Strategy Policies SS 1 and SS 2.

2. Landscape (Policies EN 2 and SS 4)

Policy EN 2 sets out that proposals should be informed by and be sympathetic to the distinctive character areas identified in the North Norfolk Landscape Character Assessment (LCA) (January 2021). Development proposals should demonstrate that their location, scale, design, and materials would protect, conserve and where possible enhance the special qualities and local distinctiveness of the area.

The site lies within the Settled Farmland Landscape Character Area as designated within the LCA. The Landscape Vision for this landscape type requires that new development should be successfully integrated within the landscape and retain dark night skies.

The Landscape Team requested that details of all the external lighting should be provided with this application to ensure that all lighting units are fit for purpose, downward directional, low lux and warm white to limit any excess light spill into the wider open rural landscape. Moreover, due to the existing gaps in the hedge within the site boundaries, the Landscape Team has requested that mitigation should be secured in the form of gapping up the hedgerow and planting two standard oak trees along the northern boundary of the site.

Officers consider that subject to securing the above mitigation measures through planning conditions, the proposed development would conserve the special qualities and local distinctiveness of the area. On that basis, it would comply with Policies EN 2 and SS 4.

3. Design (Policy EN 4)

Policy EN 4 requires that all development should be designed to a high-quality reinforcing local distinctiveness, be expected to be suitably designed for the context within which it is set and ensure that the scale and massing of buildings relate sympathetically to the surrounding area.

The scheme involves the partial use of the site as a self-storage facility comprising of the positioning of 107 shipping containers along the site. The shipping containers measure 2.44 metres in height and width and have a length of 6.1 metres and are built of standard maritime-grade Corten steel with cargo doors to enable storage of household good and furnishings together with business equipment and goods/materials.

Officers consider that, because the scheme is located in a consolidated business/industrial area comprising of buildings of similar materials to those proposed within the application site, subject to the containers being a dark green or other recessive colour, the visual impact of the development would be limited such that it is considered that the proposal would not give rise to significant design concerns. The proposal therefore complies with the design aims of Policy EN 4.

4. Environmental Considerations (Policies EN 4 and EN 13)

Policy EN 4 sets out that development proposals should not have a significantly detrimental effect on the residential amenity of nearby occupiers. Residents have the right to adequate privacy levels and to be kept free from excessive noise and unwanted

social contact. Policy EN 13 sets out the requirements for all development to minimise, and where possible reduce all emissions and other forms of pollution, including light and noise pollution. Proposals will only be permitted where, individually, or cumulatively there are no unacceptable impacts on the natural environment and general amenity, health, and safety of the public and air quality.

History of site and surroundings

The historic site use as an Agricultural Machinery Workshop/Store and Haulage Depot (AMWSD) was established directly after World War II by the Starking's family. The business was taken over in 1980 by AJ Shorten Ltd Road Haulage Contractors who initially leased the site before acquiring it in 2014.

AJ Shorten Ltd Road Haulage Contractors is understood to have had an Operator's Licence for 20 haulage vehicles together with its agricultural contracting vehicle machinery, with associated workshop and staff office, goods delivery lorries, vans and cars producing vehicular movements to support the business needs, all with unrestricted hours of operations and access through the site and Watering Piece Lane (WPL), a private access road owned by Anglian Water.

The site is surrounded to the north and south by agricultural land and to the west by 4 residential properties and Ludham Water Tower and to the east by 1 residential property known as Stanton and numerous businesses which form part of the industrial estate.

History of dwelling known as 'Stanton'

Stanton was originally granted planning permission (ref: HR/74/1191) on 17 January 1975 as an agricultural workers dwelling and was subject to an occupancy condition in that the dwelling shall be occupied by the owner or employee of the adjacent agricultural business. Planning permission PF/91/0449 was granted on 8 April 1991 to remove the condition as the adjacent business was substantially run down and it had become inappropriate and surplus to the requirements that the bungalow should continue to be occupied in connection with the business, thereby permitting the dwelling unrestricted occupancy. Later that year, planning permission PF/91/0636 was granted on 4 July 1991 to change the use of the dwelling to an office in association with the use of the site as a builders yard (which involved a new store and workshop). Subsequently, planning permission PF/91/0179 was granted on 19 December 1991 for the erection of a workshop, office and store.

A Norfolk County Council permission HX/99/0117 was granted on 29 March 1999 for the change of use of the site from former builder's yard to recycling yard and firewood production. A planning condition was secured that restricted the use of the site outside the hours of operation of 7am to 9pm Mondays to Saturdays and restricted operations all together on Sundays and public holidays in order to protect the amenities of the surrounding area.

Planning permission PF/00/0050 granted on 17 March 2000 allowed the change of use of office to dwelling associated with recycling yard. Due to personal circumstances the owner of Stanton sought to move to the site to ensure safety of operations and the exclusion of unwanted public presence on site, out of hours, which might otherwise lead to a potentially hazardous situation in terms of public safety. Planning permission was granted that restricted the occupation of the dwelling to a person employed in the recycling business premises within which the building is situated, together with any

resident dependants. The reasons for such conditions was that the site was situated outside an area in which the Local Planning Authority normally permits residential development and permission had been granted in this instance having regard to the particular circumstances relating to the building. Furthermore, it was considered that the dwelling was unsuitable in terms of residential amenities for occupation by persons not associated with the adjacent business activities.

Impact of the proposal on the dwelling known as Stanton

The proposed development lies adjacent to 'Stanton,' which is located east of the site. Stanton site boundaries comprise of a mixture of timber fence, hedge and corrugated steel. A row of 18 shipping containers measuring approximately 43 metres in length and 2.44 metres in height, increased to 2.60 metres due to those being set above concrete blocks replace an existing hedge boundary that has been cut down along the western boundary of Stanton.

Concerns have been raised by the owner of Stanton that due to the number, height, length and 7 metres separation distance of the row of 18 shipping containers from Stanton, the proposed development would give rise to significant overbearing effects to the detriment of the users of Stanton and their enjoyment of their private garden area.

Moreover, further concerns have been raised due to the volume of traffic entering and egressing the site along Watering Piece Lane and noise associated with the operations of the site, which would affect the amenity of Stanton.

Furthermore, concerns have also been raised in relation to the potential for rise in pest issues by virtue of the gaps between the containers.

Environmental Health Assessment of Impacts of the development on Stanton

In light of the above, a Vehicle Movement Survey (PCC Traffic Information Consultancy Ltd, 2 January 2024) and an Acoustic Assessment (Create Consulting Engineers Limited, 3 January 2024) has been subsequently submitted with the application.

The Environmental Health Team has raised no objection subject to conditions that restrict the hours of use, secure acoustic measures, drainage, artificial lighting and pest management measures. The strict adherence to the conditions is essential to safeguard nearby residential amenity and prevent both unacceptable levels of noise transference beyond the site boundary and waste into the environment.

The Vehicle Movement Survey (PCC Traffic Information Consultancy Ltd, 2 January 2024) results have demonstrated that between 3 to 9 December 2023 between 5am to 10pm only a maximum of 41 vehicle movements were registered. Between the period of 2005 to 2016 when AJ Shorten Ltd Road Haulage Contractors operated the site, a maximum of 99 vehicle movements were registered. As such, the activities generated by the proposal are less than 50% of that which took place in the former period. As a result, vehicle movements have reduced from 40/day to 27/day, Articulated Lorry Movements are now 4/day compared with 99 in the period of 2005 to 2016.

The results of the Acoustic Assessment (Create Consulting Engineers Limited, 3 January 2024) were carried out in the same period as the Vehicle Movement Survey. The conclusions of the report highlight that the primary source associated with the existing business is from road traffic accessing the site. A decrease in noise levels has been

found due to the decrease in road traffic associated with the development. It was further concluded that noise levels were not particularly high and as such would not adversely impact the area.

In light of the above, whilst the proposed development would result in less vehicle movements in comparison to those previously registered between 2005 and 2016, it is considered that due to the number, height, length and 7 metres separation distance of the row of 18 shipping containers from Stanton, the proposed development would give rise to some overbearing effects to the detriment of the users of Stanton and their enjoyment of their private garden area. Moreover, given that the position and orientation of the containers are not subject to any degree of control and may change over time, it is considered that the installation of a 1.8 metre boundary fence would be required to help “soften” the boundary between the site and neighbouring dwelling.

On balance, whilst some impacts will occur, subject to conditions to secure appropriate boundary treatment, and conditions to secure appropriate operation of the business, it is considered that the proposed development would comply with the aims of Core Strategy Policies EN 4 and EN 13.

5. Highways (Policies CT 5 and CT 6)

Policy CT 5 sets out that proposals should provide for safe and convenient access on foot, cycle, public, and private transport addressing the needs of all without detriment to the amenity or character of the surrounding area or highway safety.

Norfolk County Council Highways have confirmed that they would not wish to restrict the grant of consent due to the historic use of the site.

Policy CT 6 requires that adequate vehicle/cycle parking should be made in accordance with the Council's parking standards. Appendix C: Parking Standards of the Core Strategy requires an average of 1 car parking space for each 150sqm of storage and distribution facilities. In this instance, the proposed development would require a total of 11 car parking spaces. The proposal falls short of 5 car parking spaces. However, given the large scale of the site and ample areas of hardstanding, it is considered that additional cars can be parked within the site without resulting in adverse highway or amenity impacts.

In light of the above, it is considered the proposal, on balance, complies with Policies CT 5 and CT 6.

6. Conclusion and Recommendation

The principle of the proposed development is considered to be a departure from the Development Plan Policies SS 1 and SS 2 of the adopted North Norfolk Core Strategy in that it does not form part of the list of uses acceptable in the Countryside policy area under Policy SS 2. However, there are material considerations that justify a departure from the Development Plan as follows:

- There was an existing haulage business operating from the site

- The proposal would result in environmental benefits by reducing 50% of vehicle movements in comparison to those formerly operated by AJ Shorten Ltd Road Haulage Contractors;
- The scheme would provide economic and social benefits by supporting businesses, communities and private users with a self-storage facility within a rural area; and

Notwithstanding the above, the scheme is supported by Policy SS 5 which supports the rural economy and paragraph 89 of the National Planning Policy Framework which requires that proposals that meet local business needs and community needs in rural areas may have to be found in rural areas providing that the schemes are sensitive to its surroundings and would not have an unacceptable impact on local roads.

Given the rural location of the site along with the extensive number of shipping containers, details of external lighting along with landscape mitigation in the form of gapping up of the hedgerow and planting of two standard oak trees along the northern boundary of the site would have to be secured through planning conditions.

The concerns raised by the owner of the residential development known as “Stanton” regarding the volume of traffic and noise generated by the proposal along with the overbearing impacts of the shipping containers along its western boundary have been noted. The Vehicle Movement Survey (PCC Traffic Information Consultancy Ltd, 2 January 2024) provided with the application stated that car movements have reduced from 40/day to 27/day, Articulated Lorry Movements are now 4/day compared with 99 in the period of 2005 to 2016, demonstrated significant reductions in the number of vehicles entering the site.

Equally, an Acoustic Assessment (Create Consulting Engineers Limited, 3 January 2024) has concluded that the primary source of noise associated with the existing business is from road traffic accessing the site. A decrease in noise levels has been found due to the decrease in road traffic associated with the development. It was further concluded that noise levels were not particularly high and as such would not adversely impact the area.

Regarding the number and location of the shipping containers, it is considered that given there is no restrictions in terms of their position or orientation and these may change over time, they installation of a 1.8 metre boundary fence would be required to soften the boundary between the site and the external amenity area of Stanton.

In respect of hours of operation, whilst these are set out below at suggested condition 7, the applicant has indicated that they are willing to negotiate in respect of hours of operation on a Sunday in order to address any concerns raised by ward Cllrs.

In light of the above and given that the proposal would not give rise to significant concerns regarding landscaping, design, environmental health and highway matters, on balance, Officers consider that the proposal is acceptable subject to the conditions set out below.

RECOMMENDATION:

APPROVAL subject to the imposition of the following conditions and any others considered necessary by the Assistant Director – Planning

Final wording of conditions to be delegated to the Assistant Director – Planning

1. The development hereby permitted shall be carried out in accordance with the following approved plans and documents, except as may be required by specific condition(s):

- Drawing no. 01A, As Existing Site Plan, dated 14 September 2023

Reason:

To ensure the development is carried out in accordance with the expressed intentions of the application and to ensure the satisfactory development of the site, in accordance with Policies EN 2 and EN 4 of the adopted North Norfolk Core Strategy.

2. The two rows of containers west of the site shall be used for householder storage only and shall not be used under Class B8 (storage and distribution).

Reason:

In the interests of residential amenity in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

3. A 1.8 metre high close-boarded timber fence which conforms to British Standards 1722-5:2006 and specification for close-boarded fences and wooden palisade fences (+A1:2018) shall be erected along the eastern boundary of the site. The close-board timber fence to be erected must have no gaps or holes within the fence panels, including between the ground and the barrier. The fence shall be installed and maintained thereafter in full accordance with the approved details.

Reason:

To control the noise emitted from the site in the interests of residential amenity in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

4. The proposed on-site car parking shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.

Reason:

To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with Policy CT 5 of the adopted North Norfolk Core Strategy.

5. The existing hedgerow along the northern boundary of the site shall be retained, gapped up with native hedge species and two standard size oak trees shall be planted no less than 10 metres apart (complete with stake and guard) within the next planting season following completion of the development.

Reason:

To protect and enhance the neighbouring residential and visual amenity of the area, in accordance with the requirements of Policies EN 2 and EN 4 of the adopted North Norfolk Core Strategy.

6. For a period of not less than ten years from the date of this permission, should the hedge or the oak trees die or, in the opinion of the Local Planning Authority, become

seriously damaged or defective, a replacement hedge and oak trees, or other agreed means of enclosure shall be planted/installed in accordance with details and timescales which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To protect and enhance the neighbouring residential and visual amenity of the area, in accordance with the requirements of Policies EN 2 and EN 4 of the adopted North Norfolk Core Strategy.

7. There shall be no use of the development hereby permitted outside the following hours:

- 07:00 to 21:00 hours Monday to Saturday,
- 10:00 to 17:00 hours on Sundays

nor at any time on Bank or Public Holidays

Reason:

In the interests of residential amenity in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy

8. Within 3 months of the date of this decision, details of a French drain to run along the eastern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority. These details to be approved shall include a timeframe for completion of the drainage works. The development shall thereafter be carried out in full accordance with the approved details and retained for the lifetime of the development.

Reason:

To avoid an excessive amount of surface water discharge into surrounding areas in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

9. Within 3 months of the date of this decision, a pest control plan shall be submitted to and approved in writing by the Local Planning Authority. These details to be approved shall include details of how rodents are to be managed for the lifetime of the development. Thereafter, the pest control plan shall be carried out in full accordance with the approved details.

Reason:

In order to avoid an increased risk from amenity loss and pest problems arising from rodents (rats and mice) in accordance with Policies EN 13 of the adopted North Norfolk Core Strategy.

10. Within 3 months of the date of this decision, details shall be submitted to and agreed in writing by the Local Planning Authority in respect of all external lighting for the site, including any security or other intermittent lighting. Such details shall include specifications for the lighting proposed, its location and position within the site, height and levels of illumination proposed. The details shall also specify that any external lighting includes cowling, or other similar device, to ensure that the lighting only illuminates the site directly. The development shall be carried out in accordance with the details as agreed and retained as such thereafter.

Reason:

To ensure that the development minimises light pollution in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

11. There shall be no storage of materials or waste outside the containers at any time, except where waste derived from the business itself is contained in appropriate waste receptacles for collection by a licenced waste contractor.

Reason:

In the interests of amenity in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

12. There shall be no storage of perishable items or temperature controlled items inside the containers at any time.

Reason:

In the interests of amenity in accordance with Policy EN 13 of the adopted North Norfolk Core Strategy.

13. The development hereby permitted shall only allow up to 107 containers on site at any one time for B8 (storage) purposes. Each container shall be single level measuring approximately 2.44 metres in height by 6.1 metres in length and 2.44 metres in width. Each container shall be dark green in colour or similar recessive colour. No containers shall be stacked more than one container in height anywhere on site.

Reason:

In the interests of visual amenity and landscaping impacts in accordance with Policies EN 2 and EN 13 of the adopted North Norfolk Core Strategy and to accord with the expressed intentions of the applicant as set out in the Planning Statement (Revision 1.1) prepared by Graham Tuddenham United Business + Leisure (Properties) Ltd, dated September 2023.

NOTES TO APPLICANT

1. It should be noted that it is the applicants/developers/owners responsibility to ensure adequate drainage of the site so as not to adversely affect surrounding land, property or highway.
2. The applicant/developer is advised that the lighting details referred to in condition number 10 should comply with the Institution of Lighting Professionals Guidance Note Guidance Note 1 for the reduction of obtrusive light. <https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/>
3. The Local Planning Authority considers that it has worked positively and proactively with the applicant to address any arising issues in relation to determining this planning application, to secure a policy compliant proposal that has been determined in the wider public interest at the earliest reasonable opportunity, in accordance with the requirements of paragraph 38 of the National Planning Policy Framework.