

Recommendation Report for Planning Permission

REF NO: CM/34/22/PL

LOCATION: Land to rear of Vincent Cottage
Rudford Industrial Estate
Ford Road
BN18 0BF

PROPOSAL: Retrospective laying of hard surfacing and change of use of land for the parking of vehicles and siting of a storage container with erection of floodlighting. This application is in CIL Zone 2 (zero rated) as other development. This application is a dual parish application with Ford Parish Council.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	<p>The application seeks planning permission for the retrospective laying of hard surfacing and change of use of land for the parking of vehicles and siting of a storage container with associated floodlighting.</p> <p>The application form refers to parking for 9 LGV/ Public carrier vehicles. However, the transport report that has been recently submitted refers to 6 HGV spaces and 6 associated staff spaces. The site has been fenced with 2m Palisade fencing; the car park is surfaced with crushed aggregate. The storage container is a standard shipping container.</p>
SITE AREA	1157 sq m.
TOPOGRAPHY	Predominantly flat.
TREES	None affected by the development.
BOUNDARY TREATMENT	The site is enclosed by metal palisade fencing approx. 2m in height. The site has gates on the northern entrance. These are a palisade design matching the fencing.
SITE CHARACTERISTICS	<p>The application site is a vehicle carpark on land that lies to the east of Rudford Industrial Estate and is accessed from Ford Road along a section of industrial estate road that is understood to act as an exit, unofficially identified as no entry and gated to the main industrial estate to the west. The road provides access to the Concrete Mouldings business that lies to the west immediately next to the access section of the proposal.</p> <p>The site sits within a larger piece of grassed land, part of which is edged in blue and under the ownership of the applicants.</p>
CHARACTER OF LOCALITY	Rudford Industrial Estate to the west is an industrial and commercial site comprising a range of business/industrial

units.

East of the site are two residential properties. North beyond the access road is Ford Prison. Immediately to the west of the site is a Concrete Moulding business. Beyond the site to the west is the main Rudford Industrial Estate.

RELEVANT SITE HISTORY

CM/24/16/PL	Change of use of grassland to storage area - This is a Departure from the Development Plan	ApproveConditionally 17-01-17
CM/6/14/PL	Change of use of unused land for use as open storage for caravans (Class B8) together with associated works.	ApproveConditionally 09-06-14
CM/16/10/	Construction of electric kart track and provision of parking for 12 cars. (Re-submission following CM/28/09/) This application is a departure from the development plan.	ApproveConditionally 10-11-10

The development of the site has resulted in operational development (laying of the hard surfacing and installation of lighting) the applicant advises on the form that the works started on 02/05/21 and were completed on 08/11/21.

Whilst there have been planning permissions on the site in the past, none are implemented at the time of writing. The following are of particular note:

CM/24/16/PL - storage facility connected to the established Concrete Mouldings business immediately to the west of the application site, the hours of operation were as proposed in the condition included in this report.

CM/6/14/PL - storage of caravans and included part of the current application site; the closest part of this proposal lay within approx.12m of the boundary of the residential properties to the east. This application included hedge planting around the perimeter of the site. A condition requiring a suitable landscaping scheme has been included in this report.

REPRESENTATIONS

Climping Parish Council - Objection

The Parish Council initially enquired requesting more details about the portable 'floodlighting' and reasons as to why the solar lighting is portable. They went on to object with specific concerns regarding the floodlighting. They further observed as follows:

- At the date of writing this objection, the Planning Officers advise that no explanation has been received from the applicant re the portable lighting.
- When the Planning Officer is considering this application, deliberation must be given to any increase in

light pollution in this location and how the additional light pollution will impact the adjacent to residential dwellings.

- Should additional lighting be permitted, stricter controls on the intensity of light and the hours need to be conditioned.

Two letters of Objection:

- Live directly backing on to this development and concerned by the implications of further development.
- Development was undertaken with the object of circumventing normal planning regulations and making full use of the suspension of some inspections during the Covid crisis.
- Suffering nightly disturbance of sleep generally at 3.00/03.30 hours of vehicles starting, being left to idle and conversations in what should be the still of the night.
- On occasions headlights shining on bedroom windows have occurred, infringes our human rights.
- Concerned about the flood lighting. It is not clear from the application how neighbours will be impacted. Multiple houses in proximity to this proposal, on the other side of the road and already have issues with the bright lights and comings and goings from the Rudford Estate. Further clarity on the brightness and scope of the lighting is needed.
- Unclear as to whether this plan is increasing traffic. As it is proposing that vehicles will be kept here - assuming so, but again no details can be found from the application.
- Whilst the Highways Agency may view this as a non-issue, this must be reviewed in the context of other developments in the area - all using Church Lane/ Ford Road. There are 300 houses proposed further along, a new 40-strong caravan storage park, new houses along Horsemere Green Lane and countless in neighbouring Yapton, all developments that affect traffic must be considered holistically.
- Sets a precedent for further industrialisation of a residential area.

COMMENTS ON REPRESENTATIONS RECEIVED:

The points raised have been noted and are addressed in the report that follows. Additional information regarding the lighting has been requested but not received at the time of writing.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

Environmental Health - No Objection in principle. Condition proposed re loading/unloading and timing of operation.

County Highways (LHA) - Does not consider this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the NPPF (paragraph 111), and that there are no transport grounds to resist the proposal.

Ecology - No response at the time of writing.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

Requested conditions have been imposed.

POLICY CONTEXT

Designation applicable to site:
 Within built-up area boundary
 HELAA site FO1B Potential Employment
 No public sewer
 Article 4 Direction

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 - 2031:

DDM1	D DM1 Aspects of form and design quality
SDSP1	SD SP1 Sustainable Development
SDSP2	SD SP2 Built-up Area Boundary
TSP1	T SP1 Transport and Development
DSP1	D SP1 Design
EMPDM1	EMP DM1 Employment Land: Development Management
EMPSP1	EMP SP1 Strategic Economic Growth
QEDM2	QE DM2 Light pollution
QESP1	QE SP1 Quality of the Environment
QEDM1	QE DM1 Noise Pollution

<u>Clymping Neighbourhood Plan 2015 Policy CPN12</u>	Reducing the risk of flooding
Clymping Neighbourhood Plan 2015 Policy CPN11	Quality of Design
Clymping Neighbourhood Plan 2015 Policy CPN14	Traffic and the Environment

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD11	Arun Parking Standards 2020
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POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans, The South Inshore & South Offshore Marine Plan and Made Neighbourhood Development Plans. The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The relevant policies of the Clymping Neighbourhood Plan have been considered.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that the use of the site

for remote parking during normal business hours would not result in a materially adverse impact on residential amenity nor due to its commercial local context is significantly out of character with the area.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that

- (2) in dealing with an application for planning permission the authority shall have regard to -
- (a) the provisions of the development plan, so far as material to the application,
 - (aza) a post examination draft neighbourhood development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

PRINCIPLE

The site lies within the built-up area where development will be acceptable in principle if accords with other policies within the Development Plan.

Policy SD SP2 of the ALP seeks to focus new development within the Built-Up Area Boundary of settlements, subject to consideration against other policies in the Plan.

Policy SD SP1 of the Local Plan encourages the effective use of previously developed land provided that is not of high environmental value.

Policy EMP DM1 (1) advises that ADC will seek to protect and enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy.

Policy EMP SP1 Strategic Economic Growth provides for sustainable growth of differing economic sectors whilst also securing for the integration of other uses and forms of development where it fosters growth and provides for appropriately scaled development.

Part 11 of the NPPF seeks to make effective use of otherwise vacant undeveloped land.

Whilst the site would not employ any staff the proposal supports an established business on currently unused site. The proposal meets the aims of the above policies.

In conclusion and for the reasons set out below the principle of development is acceptable and the proposals will have an acceptable impact on the landscape context and neighbouring residential properties.

LANDSCAPE AND VISUAL AMENITY

Policies D DM1 and D SP1 of Arun Local Plan (ALP) state that permission will be granted where development meets amongst other criteria, the highest standards of design, providing a high-quality living environment in keeping with the character of the surrounding area.

The Arun Design Guide suggests development in rural areas respects and enhances this distinctive rural character. In addition, paragraph 130 of the NPPF requires developments to be visually attractive and

sympathetic to local character. Government advice in section 12 of the NPPF indicates that design which is inappropriate in its context should not be accepted. Policy CPN 11 of Climping Neighbourhood Plan refers to quality of design and the need to protect and enhance local character as assessed by the Climping Character Assessment.

The site lies within the built up area boundary where the surrounding area has a semi-rural feel. The parking area is bordered on three sides by rough grassland. Rudford Industrial site lies west of the site, a storage facility has recently been granted planning permission south-west of the site, on a disused parking area. Ford Prison lies beyond the immediate application site to the north and south.

The vehicle park will not result in a detrimental impact on the wider landscape, it is not seen outside of the wider site. ADC have in past approved alternative uses on site which have a similar appearance, i.e., fenced open storage. There are storage containers on the Concrete Moulding site to the west.

The parking area, associated storage container and lighting are in accordance with the aims of the policies identified above and will not appear out of keeping with the character of the surrounding area.

RESIDENTIAL AMENITY

The nearest residential properties are a pair of semi-detached dwellings, east of the application site fronting Ford Road. The boundaries of these houses are approximately 11.5m (minimum) and 15.9m (maximum) east of the site. The closest part of the cottages is approx. 25m from the closest part of the parking area. The rear boundaries of the gardens are screened from the site by hedging.

Policy D DM1 of the ALP states new development should have minimal impact to users and occupiers of nearby property and land, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance. QE SP1 states the Council requires development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity.

Policy QE DM2 (Light Pollution) of ALP requires that any outdoor lighting shall minimise the impact upon the landscape, be the minimum required for security and working purposes, minimises potential glare and spillage with consideration to be given to powering such lighting by on-site renewable sources.

ADC under consideration of previous permissions have accepted that use of part of the application site and neighbouring land for low impact commercial uses (open storage) is appropriate, subject to control. The distance between the parking and neighbouring dwellings is comparable to the proximity of the previously approved caravan storage. It should be noted however that the bulk of the caravan storage lay further south and west of the properties which means that the impact on residential amenity would have been different to the proposal current under consideration, but not so different as to be unacceptable in this case.

The use of this site for parking should not result in an unacceptable loss of neighbouring residential amenity provided the use and associated lighting take place during normal business hours as stipulated by the proposed condition. The concrete moulding business already immediately to the west of the application site. The introduction of daytime traffic to the parking area is not substantially different to the activity experienced from nearby sites but is acknowledged to be closer to the houses.

In light of the proximity and potential for increased perception of disturbance once nearby uses have ceased for the day a condition limiting use to normal business hours is proposed, in order to ensure nearby residents do not suffer distance from noise or light. Further details will be sought under condition to ensure that the lighting installed is the minimal required.

A condition has been proposed to require a section of hedge to be planted along the eastern boundary of the site which should enhance separation from neighbouring properties and is in line with details approved previously for the caravan storage, which was to have a hedge around the whole perimeter of the site.

The proposals are in accordance with the aims of the policies identified above and provided activity is controlled as per the conditions recommended below will not significantly impact upon residential amenity.

ACCESS AND HIGHWAY SAFETY

Para.110 of the NPPF states in assessing specific applications for development it should be ensured that (b) safe and suitable access to the site can be achieved for all users. Para. 111 of the NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

ALP Policy T SP1 seeks to ensure that development provides safe access on to the highway network and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

Policy CPN 14 of the Climping Neighbourhood Plan states that development which will have a detrimental impact on highway safety and the living conditions of residents will be resisted.

The application form advises that the car park is for 9 Light goods vehicles/ public carrier vehicles and associated Driver's cars. A parking layout has not been provided; a condition has been imposed to ensure that the parking is laid out and retained appropriately.

Given the location close to an existing industrial site and provided the use only takes place within the conditioned hours of operation then it will not have an adverse impact on the living conditions of residents and would comply with policy CPN 14 of Climping Neighbourhood Plan and policy T SP1 of Arun Local Plan.

WSCC Highways advised they do not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. Nor that it is contrary to the NPPF (paragraph 111). There are no transport grounds to resist the proposal.

The proposals are in accordance with the aims of the policies identified above and provided activity is controlled as per the conditions recommended below will not have an unacceptable impact.

HOURS OF OPERATION

ADC Policy QE SP1 Quality of the environment requires that all development contributes positively to the quality of the environment and ensure that development does not have a significantly negative impact upon residential amenity.

On the application form the applicants have not provided hours of operation. Given the proximity to the houses to the east, control over hours of operation will be essential to ensure that the use does not result in loss of amenity.

ALP Policy QE DM1 Noise Pollution, recognises the impact noise exposure can have on quality of life. The application site is located close to the western boundary of residential properties. Whilst there is a tall hedge between the houses and the application site the close proximity and use of the site for parking will result in noise generating activity which could pose a disturbance to neighbouring occupiers.

Whilst it is accepted that during normal hours of business noise generated from the site would be heard against the backdrop of nearby industrial uses, outside of these hours, activity related to the use (gates being opened and closed, vehicle doors opening and closing, engines starting, opening and closing the shipping container and people's voices) would be more perceptible and likely to prove detrimental to the amenities of neighbouring residents.

For this reason, it is proposed to impose a condition restricting hours of operation which are detailed in the proposed conditions. Use of the site outside of these hours would give rise to an unacceptable loss of amenity for nearby residents. The proposed use controlled by appropriate conditions will meet the aims of the above policies.

LIGHTING

ALP Policy QE DM2 Light pollution states that planning permission for proposals which involve outdoor lighting must be accompanied by a lighting scheme prepared according to the latest national design guidance and relevant British Standards publications.

With respect to criteria listed in Policy QE DM2 the site does not lie in the Dark Sky Reserve and is close to existing industrial uses which employ outdoor lighting. Further details will be sought under condition to ensure light levels be the minimum required for security and working purposes and that the scheme minimises the potential glare and spillage. The lighting detailed incorporates solar power, further details are required.

QE DM2 requires that where appropriate, the Local Planning Authority will seek to control the times of illumination, in this case it is important that the lighting is the minimum required and only on during the controlled hours of operation to minimise the potential impact on neighbouring occupiers.

Whilst some lighting details have been provided, they do not fully meet the requirements of this policy. In order to ensure that the requirements are met it is proposed to impose a condition requiring the submission of a detailed lighting scheme.

COMMERCIAL

The applicants have a commercial waste facility at Fort Road, Littlehampton. The application site provides additional secure parking for their vehicles as well as the drivers' vehicles. The application form indicates the proposal does not involve the carrying out of industrial or commercial activities. Applicants advise that no waste will remain on the vehicles whilst parked, doing so would be against the terms of their licence. The container is required to store the packs drivers carry with them in their cabs.

The ADC review of the HELAA, February 2020. Site FO1B including the application site was assessed for potential for employment purposes. Whilst the site would not employ staff the proposal would support an existing local business, Policy EMP SP1 (Strategic Economic Growth) provides for sustainable growth of differing economic sectors whilst also securing for the integration of other uses and forms of development where it fosters growth and provides for appropriately scaled development.

The proposed vehicle parking is connected to an established local business and the proposal meets their needs in accordance with Policy EMP DM1 (1) of the Arun Local Plan.

The proposed parking supports the operations of an established local business and meets the aims of ADC Local Plan policies identified above.

ECOLOGY

The site is not in any area designated for its ecological interest and does not contain trees subject of a Tree Preservation Order. The remainder of the land in the applicant's ownership and control (blue line)

would continue to provide for biodiversity surrounding the site.

This site has been considered for development through the HELAA. It is accepted there may be a change to the vegetated coverage on site in due course. It is proposed that lighting be conditioned to ensure that the impact on wildlife is acceptable.

In order to fully comply with policy ENV DM5 of Arun Local Plan which seeks not only to retain and protect existing habitats, but also to achieve a net gain in biodiversity the provision of ecology enhancements is conditioned. In this location, given the proximity of the domestic residents to the east and requirements of previous permissions a condition requiring hedge planting on the eastern perimeter of the site is proposed.

DRAINAGE

ALP policy W DM2 sets out the requirements for development in areas at risk of flooding, including the need for the sequential test, a FRA, mitigation measures, flood warning and evacuation plans and site drainage plans. Policy W DM3 of Arun Local Plan seeks to increase the levels of water capture and storage and improve water quality by ensuring all development identifies opportunities to incorporate a range of Sustainable Urban Drainage Systems (SUDS). Policy CPN 11 of Climping Neighbourhood Plan refers to adoption of the principles of sustainable urban drainage and Policy CPN 12 sets out that new development must be designed and constructed to reduce the level of flood risk.

The site is in Flood Zone 1 (lowest risk of flooding), as such a Sequential Test, Flood Risk Assessment and flood mitigation measures are not required. The proposals would have an acceptable impact on flood risk and do not alter the amount of surface water retained on the site given that the site is hard surfaced already in accordance with the NPPF, policy W DM3 of the Local Plan and policy CPN11 of the Neighbourhood Plan. The applicants have been asked if any drainage interceptors have been installed to manage run off from vehicles, it is understood that no specific drainage has been installed. The applicants advise that the compacted aggregate is porous.

The proposal is in accordance with the above policies.

CONCLUSION

The site and the wider part of the grassed land around it have in the past been accepted as suitable for open storage and other activities. There are already significant levels of activity in the wider area including a significant daytime background noise level from the industrial estate, these uses are on the whole tightly controlled in terms of hours of operation.

The introduction of remote vehicle parking, connected with an established local business, where vehicles and drivers arrive and depart within controlled hours of operation would not result in an adverse impact on the amenities of neighbouring occupiers beyond the impact of activities and uses previously approved on part of the application site, immediately adjacent land and the established Industrial site to the west.

The key policies which seek to protect the amenities of neighbouring occupiers and the wider environment, including D DM1, D SP1, QE DM1 and QE DM2 have been addressed, the proposals, provided they are subject to appropriate controls, will meet the aims and objectives of these policies. Hours of operation, layout, control over lighting and hedge planting are addressed in the recommended conditions.

The application is therefore recommended for approval subject to the conditions set out below in this report.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The use of the land hereby permitted shall be discontinued permanently and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 30th October 2023.

Reasons: In order not to prejudice consideration of future proposals for the area.

- 2 The development hereby approved shall be carried out in accordance with the following approved plans.

Location Plan 22/26401Rev A
 Pre-existing Block Plan 22/264-02
 As Existing Block Plan 22/264-03
 Site Plan 21/264-04 Rev A
 As existing Container Unit 22/264-05

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan.

- 3 Within 3 months of the date of this decision details of a mix of native hedging species along the eastern boundary of the application site shall have been submitted for the approval of the Local Planning Authority (LPA). Within 3 months of approval by the LPA the agreed scheme shall have been planted. In the event that any such trees or shrubs die or become seriously damaged or diseased within a period of 5 years following planting they shall be replaced in the

next planting season with others of similar size and species.

Reason: In the interests of the amenities of the locality in accordance with policy D DM1 and ENV DM4 of the Arun Local Plan.

- 4 No commercial goods shall be loaded, unloaded, stored or otherwise handled and no vehicles shall arrive or depart, within the application site outside the hours 07:00 to 18:00 Monday to Friday, 08:00 to 13:00 Saturday or at any time on Sunday or Public or Bank Holidays.

Reason: To protect the amenity of local residents in accordance with Policy QE DM1 of the Adopted Arun Local Plan.

- 5 Within 3 months of the date of this decision parking spaces shall have been laid out in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space in accordance with policy T SP1 of the Arun Local Plan.

- 6 Within 3 months of the date of this decision details of the external lighting shall have been submitted to and approved in writing by the Local Planning Authority. This submission shall include a layout plan with beam orientation and a schedule of light equipment proposed (luminaire type; mounting height; aiming angles and luminaire profiles). The approved scheme shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.

Reason: To protect the environment, wildlife and local residents from light pollution in accordance with policies ENV DM5 and QE DM2 of the Arun Local Plan.

- 7 Within 3 months of the date of this decision, a scheme for the provision of facilities to enable the charging of electric vehicles to serve the approved development shall be submitted to the Local Planning Authority for approval and thereafter implemented in accordance with the approved details and the charge points shall thereafter be retained and maintained in good working condition.

Reason: New petrol and diesel cars/vans will not be sold beyond 2030, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with policy QE DM3 (c) of the Arun Local Plan, the Arun District Council Electric Vehicle Infrastructure Study (November 2017) and the National Planning Policy Framework (NPPF).

- 8 Within 3 months of the date of this decision biodiversity enhancements shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The enhancements shall be retained in perpetuity maintained in perpetuity.

Reason: To ensure biodiversity is adequately enhanced in accordance with policy ENV DM5 of Arun Local Plan.

- 9 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.