

REPORT TO THE NORTHERN AREA PLANNING COMMITTEE

Date of Meeting	13 September 2023
Application Number	PL/2023/01007
Site Address	Land south of Abberd Lane and east of Spitfire Road, Calne
Proposal	Development of a new Local Centre comprising a Class E(f) day nursery and Class E(a) convenience store, with associated parking, access and landscaping.
Applicant	Robert Hitchins
Town/Parish Council	CALNE / CALNE WITHOUT
Electoral Division	Predominantly CALNE NORTH (Cllr Ashley O'Neill) – but with access to the site within CALNE CP (Cllr Tony Trotman and Cllr Ian Thorn)
Type of Application	FULL
Case Officer	Peter Crozier

Reason for the application being considered by Committee

Under the Scheme of Delegation Specific to Planning the Director for Economic Development and Planning (and any officers designated by that officer under a Scheme of Sub Delegation) is authorised to determine any planning application under delegated powers. This does not apply where an application has been referred to Committee by the Wiltshire Council Division Member, or where the proposal constitutes 'major' development.

The site of the proposed built facility sits within the parish of Calne Without; however the related highway works (and thus the red-line boundary) sits within the parish of Calne Town. Both Calne Without Parish and Calne Town Council support the application and, as this report concludes, the officer recommendation is for approval.

This application is very closely linked to current application PL/2022/07893 which seeks outline planning permission for 100 houses. That application has been called to Committee for determination by Cllr O'Neill; however, at this stage there remain some outstanding technical matters which are currently being resolved and that application will thus be considered by Committee in due course.

Cllr Trotman has expressed concern regarding the timing and consideration of this application in terms of the inter-related nature of the applications, and this application has thus been brought to Committee at this stage (i.e. in advance of application PL/2022/07893) as it is: (i) not a fundamental requirement that these two applications are considered in tandem; and (ii) timing considerations stated by the Applicant relating to the delivery of this proposed facility.

1. Purpose of Report

To consider the above application and to recommend that planning permission be GRANTED subject to the imposition of planning conditions.

Calne Town Council and Calne Without Parish Councils both support this application, subject to planning conditions being imposed.

Three (3no.) letters of objection have been received; none received in support.

2. Report Summary

The application is for the erection of a 'neighbourhood centre' comprising a local convenience retail store alongside a creche facility. The planning issues arising for consideration are as follows:

- Principle of development
- Layout, scale, design and appearance
- Highways impacts, pedestrian and vehicular access and parking
- Sustainability and energy efficiency
- Landscaping and visual impact
- Noise, odour and dust
- Drainage

3. Site Description

The site is located within a parcel of land situated at the junction of Spitfire Road and Abberd Lane, as that road heads north-east away from the town. These two roads meet at a relatively newly formed roundabout and the site is predominantly situated on the eastern side of this roundabout, but also includes that roundabout as well as a stretch of Spitfire Road, from which access to the site is proposed.

Although the parcel of land is agricultural in nature, it has an existing gravel track running north-south through it, and also has a tarmacked bellmouth access from Spitfire Way which is understood to have been formed due to the relatively recent (2016-2019) use of the site as a contractor's compound to serve the delivery of housing to the north and west of the site.

The site itself extends to 0.83ha (including the proposed access road) and is bound to the north the by Abberd Lane, immediately beyond which is newly built housing formed around Ceres Place. To the immediate south is an attenuation pond, which was built to serve the housing development to the west of the site on the opposite side of Spitfire Way; to the east is agricultural land.

The site is not within the defined settlement boundary for Calne; however, it is immediately adjacent to that boundary which runs along Spitfire Way following the relatively recent development of housing on the immediate western side of Spitfire Way, opposite the site, as shown on the plan extract below:



The site does not fall within any landscape or conservation designated areas and is not crossed by any Public Rights of Way; however, Public Right of Way CALW56 runs from the town centre along Abberd Lane, to cross the roundabout which falls within the application site, then on up Spitfire Road along the northern extent of the parcel of land within which the site is located. The site falls within flood zone1.

4. Proposal

The application seeks permission for a new Local Centre comprising: (i) a Class E(f) day nursery which includes 511sq.m. internal floorspace as well as external play areas ('Unit 1') and shows provision for children of ages from the first year up to pre-school ages 3 – 5, along with associated facility, storage, plant and kitchen spaces; and (ii) a convenience store ('Unit 2') (Use Class E(a) incorporating 326sqm of retail floorspace.

- associated parking for 31no. vehicles, 2 of which will be disabled, 4no. of which will have EV charging points; 1 motorcycle space and cycle parking for 12 bicycles;
- access and highway improvements (on and off-site);
- associated landscaping.

During consideration of the application proposal, further information and clarification was sought from the applicant regarding the following points, with amended plans submitted accordingly:

- landscaping – amended landscape plans have been submitted
- external lighting – an External Lighting Plan has been submitted
- ecology – additional information has been submitted
- rationale for, and details of, the acoustic fence as well as the plant room and bin store – these matters are considered below.

The application is supported by the following information:

Landscape Management Plan / Proposals
Biodiversity Net Gain Assessment
Archaeological Evaluation / WSI
Landscape & Visual Appraisal
Drainage Statement
Planning Retail Statement
Transport Statement
Noise Assessment
Ecological Assessment
Design and Access Statement
Framework Travel Plan
Energy Statement
Delivery and Servicing Management Plan

This application has been amended during the course of determination to ensure that it can be appropriately considered in advance of the application for housing on adjacent land – in particular, the boundary treatment and consideration of appropriate site landscaping. Given the need for this type of facility (as set out in the Calne Neighbourhood Plan) and the degree of support, it is considered appropriate and acceptable to consider this application in advance of that of PL/2022/07893.

5. Planning Policy

Local Planning Policy

Calne Community Neighbourhood Plan 2016-2026 (Made February, 2018)

Policy GA1 – Sustainable Transport
Policy GA2 – Highway Impact
Policy WS3 – Local Neighbourhood Shopping
Policy BE1 – Integration and Landscaping
Policy BE2 – Design Principles for Local Distinctiveness
Policy BE3 – Parking Provision
Policy NE2 – Setting of Calne and Calne Without
Policy NE3 – Biodiversity
Policy NE4 – Energy Conservation

Wiltshire Core Strategy (adopted Jan 2015)

Core Policy 1: Settlement Strategy
Core Policy 2: Delivery Strategy
Core Policy 3: Infrastructure Requirements
Core Policy 8: Spatial Strategy for the Calne Community Area
Core Policy 38: Retail and Leisure
Core Policy 41: Sustainable Construction and Low Carbon Energy
Core Policy 50: Biodiversity and Geodiversity
Core Policy 51: Landscape
Core Policy 52: Green Infrastructure
Core Policy 55: Air Quality
Core Policy 57: Ensuring High Quality Design and Place Shaping
Core Policy 60: Sustainable Transport
Core Policy 61: Transport and Development
Core Policy 62: Development Impacts on the Transport Network
Core Policy 64: Demand Management

North Wiltshire Local Plan 2011 (saved Policies) (NWLP, Adopted June 2006)

NE14: Trees, Site Features and the Control of New Development
NE18: Noise and Pollution

Material considerations

National Planning Policy Framework ('The NPPF', July 2021)

Paragraphs 8, 10-13, sections 4, 6, 7, 8, 9, 11, 12 and 15

Planning Practice Guidance (PPG, July 2021)

Wiltshire Local Transport Plan 2011-2026: Strategy (March 2011) / Car Parking Strategy (March 2015)

6. Relevant planning history

A schedule of planning decisions relating to the site is set out below:

- **N/10/03389/FUL**: Attenuation Pond, Access, Associated Sewers and Ancillary Development – Approved with Conditions – 03/12/2010

7. Consultations

Calne Town Council – Support, stating:

“The Planning, Licensing and Highways Consultative Committee has approved a Sustainability Statement as part of the Climate Emergency & Climate and Environmental Pledge which we would ask is considered when determining this application.”

Calne Without Parish Council – Support, stating:

It is noted that CWPC recently objected to a development due to lack of local amenities being proposed. They continue to object to the housing development however they see the benefit of improving local amenities.

CWPC Supports the proposal to improve the local amenities in the development. They appreciate the benefit that local shops can bring to these housing developments and acknowledge that there is a need for further childcare spaces in the area.

The neighbourhood plan states that infrastructure should be developed alongside the housing and not lag behind it.

CWPC would like to see greater emphasis on the sustainability within the development, it was noted that the roof appears large enough for solar panels and the large car park is a missed opportunity for ground source heat pumps.

CWPC would like to see improved pedestrian access to the site from the existing houses opposite the proposed development.”

Highways Officer – No objection, following submission of revised information and subject to Conditions relating to agreement to a section 278 Agreement for the provision of off-site highway improvements and the requirement for a Travel Plan, stating:

“Having considered the information provided I am happy with that the adjacent road network will accommodate the associated vehicle movements. I am also happy to accept the parking as proposed. ...

As part of any approval I will require the offsite highway improvements to be provided as per the submitted drawings H690/2 Rev B and H690/1 Rev F, these should be provided via a S278 agreement and before occupation of the site.

And subsequently, following further correspondence:

“I am happy to not insist upon a pedestrian priority crossover and am willing to accept EV parking as being provided for both the retail and nursery unit as per the current parking layout, which shows 4 spaces.

Therefore subject to the parking and access arrangements being provided as per the submitted information I am happy to offer no highway objection.”

Council Archaeologist – No objection

Spatial Planning team – No comment

Urban Design Officer – Objection, stating:

As per the Landscape officer's comment during pre-app, this application is quite in isolation (both physical and in terms of planning), and is unable to demonstrate any regard for the future context of settlement growth that will take place around it, let alone the development of the remainder of the field within which this building and car park would be but a piece.

Therefore it is not possible to provide a constructive critique of the building's design in terms of form and scale and aspect, nor of the plot in terms of access and efficient use of land. The design currently looks as if it is designed to sit permanently in a rural setting, where car-dependent visitors expect a large convenient car park to dominate the entrance. But that will not be the future context, as land all around this site is part of a vision for settlement growth.

Permission of such a design now, far ahead of any agreement on the masterplanning of the wider area would preclude opportunities for direct walking routes into the land west of north of it, for efficient use of airspace over the convenience store (for accommodation) for the creation of greater height and scale to reinforce a more urban sense of place, should that be found to be appropriate, which it no doubt will.

Permission for such a land use here would also likely undermine the provision of similar community facilities likely to be expected within (and forming) the heart of a new residential development, where they could be designed around pedestrian access and the focal point of new homes, in a place with a character more akin to a traditional high street rather than another drive-by retail unit.

For these reasons I recommend the application is withdrawn and the applicant engage with the council to promote the site as part of the wider masterplanning of the area.”

Ecology – No objection, following submission of revised information and subject to Condition

Drainage Officer – Support, with comments and subject to Conditions

“The drainage team have the following conditions which need to be addressed by the applicant:

- 1) Prior to commencement, the applicant will be required to resubmit calculations which demonstrate that the required 20% betterment against greenfield rates has been achieved for all storm events between the 1 in 1 year and the 1 in 100year return period storm events. The applicant is referred to the informatives to comply with Wiltshire Council policy when undertaking revised calculations.*

Reason: Wiltshire Council's betterment policy for greenfield sites states that “With regards the control of surface water discharges from greenfield sites, Wiltshire Council requires post development discharges to provide 20% betterment over pre-development (greenfield) discharges for both peak flow and volume. To demonstrate compliance, the applicant must provide pre and post development runoff rates for a range of return periods (1, 30 and 100 year), and pre and post development runoff volumes for the 100 year, 6 hour rainfall event. This takes account of national policy, as outlined in the SuDS Technical standards”

- 2) The applicant shall submit a plan showing overland exceedance routes for flows in excess of the 1 in 100 year plus climate change (40%) rainfall event, demonstrating that exceedance flows will be wholly and safely managed on site and will not flood people / property.*

Reason: to ensure flood risk is not increased to existing adjacent property and residing people, and to ensure flood risk is mitigated to proposed property and people.

- 3) No development shall commence on site until a construction management plan has been submitted to control pollution to existing watercourses and groundwater.*

Reason: to mitigate pollution to existing watercourses adjacent to the site and groundwater, and to mitigate flood risk to existing adjacent property and residents.

Informatives

Within the calculations, the MADD factor must be set to zero, so as not to overpredict attenuation volume within the network. If a value other than 0m³/ha is selected for the MADD value, the applicant will need to provide quantitative evidence to demonstrate that this is appropriate.

Economic Development – Support

Arboricultural Officer – No objection, subject to the hedgerow being protected during construction phase.

Public Protection – Support, subject to Conditions:

The acoustic report by LFAcoustics dated January 2023 (the report) advises that the following is necessary in order to protect amenity:

- *limits to the times of deliveries to the proposed retail food store*
- *acoustic fences along rear boundary of the food store and along the side of the loading area, extending to the front of the vehicle parking area.*
- *Acoustic fence to fixed plant associated with the nursery and a close boarded fence to retaining wall of retaining wall of play area*

The above mitigation is therefore necessary in order to protect any future residential dwellings that are subject to adjacent development ref PL/2023/01007 (currently pending a decision).

I therefore proposed the following conditions:

- 1) *The rating level (LArTR) of the noise emitted from the proposed development shall not exceed the existing background noise level (LA90T). The rating level shall be determined by measurement or calculation at the boundary of the nearest noise sensitive premises or at another location that is agreed with the local planning authority. Measurements shall be made in accordance with BS4142:2014 +A1:2019. Where the background levels are to be taken as a LA90 1 hour during the daytime [07:00 - 23:00] and LA90 15min during the night [23:00 – 07:00], and the specific sound levels expressed as an LAeq 1 hour during the daytime [07:00 - 23:00] and LAeq 15 minutes during the night [23:00 – 07:00] with all measurements taken at the boundary of the nearest residential noise-sensitive receptors.*

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- 2) *No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 0700 nor after 2300 on any day.*
- 3) *Acoustic fencing shall be installed to meet the specifications and location in the LFAcoustics report dated January 2023 and to the following locations.*
 - *On top of the retaining wall along the rear boundary of the food store and along the side of the loading area, extending to the front of the vehicle parking area. The acoustic fence shall have an absorptive inner face to minimise any reflection effects and shall be constructed to a height of 4 metres*
 - *On top of the retaining wall to the sides and rear of all local centre buildings, extending along the delivery bay and food store public parking. The acoustic fence shall be 2 metres along the boundary with the nursery.*

Landscape Officer – No objection, subject to Condition, stating:

“The site is for a local centre consisting of nursery, shop, parking, and ancillary landscaping. The site originally came in as a pre-app ENQ/2022/00244 which I commented on as well as being referred to in the outline application for the surrounding housing PL/2022/07893 commented on by my colleague Maxine Russell. As noted in previous comments the site lies outside the settlement Boundary of Calne and within 1.3km of the North Wessex Downs AONB.

I had previously noted in the pre-app comments that that any scheme would benefit from the earth bund being planted to help screen the development from views from the east (AONB) as well as providing street tree planting in the car park, to provide shelter, reduce rainwater run off, remove air pollution, as well as provide an attractive setting to the development.

Whilst I am pleased to see that my suggestion of landscape planting on the slope has been introduced, the amount of tree planting in the car park is not what I would have expected. I am also concerned as to the practicality of the long tapering planting bed and the risk of plant failure due to lack of soil volume and car park users walking through the planting beds and trampling the plants.

I would therefore ask as a condition of any approval that additional room is made for a planting bed along the front of the scheme and additional car park trees included as noted on the enclosed plan.

I note the urban design officers comments on needing to ensure that this scheme integrates with the wider design for the surrounding housing scheme PL/2022/07893 along with the wider urban extension to Calne and this no objection on landscape grounds subject to the above conditions can not be used to infer that I do not have my concerns about the disjointed nature of the master planning process but I feel this has been better dealt with in the urban design officers comments.”

Public Rights of Way Officer – No comment received.

8. Publicity / Representations

The application was advertised by site notice, press advert and neighbour consultation. Three (3no.) letters of objection have been received (one on behalf of Spar), on the grounds of:

- No need for the development with other supermarkets / convenience stores nearby and there is no demand for a nursery (although a primary school / medical centre are needed).
- The impact on the existing Spar store has been underestimated.
- The land is needed for drainage.
- Sewer and drainage capacity issues in area.
- Restrictions on opening / delivery times would be required.
- Benefits are outweighed by environmental impact.

9. Planning Considerations

Principle of development

Policy Context

Core Policy 1 designates Calne as a ‘Market Town’ within the settlement hierarchy; Core Policy 2 explains that within such locations there is a presumption in favour of sustainable development within the limits of development. The site is not within the limits of development; however, it is located immediately adjacent to that boundary, as shown on the map extract at Section 3 above.

Core Policy 38 requires that all proposals for retail or leisure uses outside designated centres that are in excess of 200sqm gross, must be accompanied by an impact assessment in order to: *“... demonstrate that the proposal not harm the vitality or viability of any nearby centres. All such proposals must also comply with the sequential approach, as set out in national guidance, to ensure that development is on the most central site.”*

Section 7 of the National Planning Policy Framework (NPPF) generally aims to protect the role of town centres, in particular through the application of a sequential test to ensure the main town centre uses are located in town centres, then in ‘edge-of-centre’ locations, and only then if no suitable sites are available should ‘out-of-centre’ sites be considered (paragraph 87). Paragraph 89 states that the sequential approach should not be applied to applications for ‘small scale rural offices or other small scale rural development,’ and paragraph 90 continues on to set out an indicative threshold for when an impact assessment might be required, stating that:

“90. When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace) ...”

Thus, whilst Core Policy 38 sets a threshold of 200sqm for a retail impact assessment and compliance with the sequential test, in setting a somewhat higher threshold, the NPPF clearly places the rationale for this approach on ensuring that existing town centres are not adversely impacted by any ‘out of centre’ development.

Policy WS3 and associated paragraphs 126 to 131 of the Calne Community Neighbourhood Plan (CCNP) refer specifically to ‘Local Neighbourhood Shopping’, the second part of that Policy stating:

“Development proposals that add to and/or sustain the distribution of local neighbourhood convenience shops, designed to be accessible primarily on foot or by cycle, will be supported subject to compliance with all relevant development plan policies.”

The supporting text to this explains that many of the newer housing developments in Calne have been built with no provision for retail or community facilities, and that: *“... the residents have indicated that ... we need to provide local shopping facilities for more of our community, given the lack of facilities provided in recent developments, for small top-up shopping and pharmacies near to where people live”* (paragraph 129).

Town centre impact and the sequential test

The retail element of the proposed facility falls with the definition of a ‘town centre use’ set out in the NPPF and as such triggers the need for consideration of the proposal against the sequential test. As set out above, the clear aim of the sequential test is to ensure that no harm is caused to the vitality and viability of existing town centres.

The scale of the proposed retail floorspace and the rationale of the proposal presents the clear aim of the facility meeting solely local needs as a ‘top-up’ shopping facility. The quantitative capacity assessment submitted in support of the application sets out that there is sufficient expenditure capacity arising from the recently completed and currently committed new housing on the eastern side of the town, this not including any further growth which may occur on this eastern side of Calne in the future. It concludes that the store is capable of being supported with no reliance on trade being diverted from existing stores in the town centre. For these reasons, it is considered that there will be no material harm caused to the existing town centre services and facilities.

In terms of trade diversion from the existing (and relatively recent) Spar store on the south-eastern side of town, the Applicant has provided a rebuttal to the objection submitted on behalf of that store explaining that the impact on that store is expected to be ‘de minimis’. Importantly, this is based on the existing situation in terms of housing numbers, catchment spend and retail offer, but clearly with the additional residential development which is highly likely to come forward on the more northern

area of the eastern side of Calne over future years, the impact is likely to be reduced even further. Thus, whilst the catchment areas of the Spar store and the retail store now being proposed overlap to some limited extent, the different retail offer and location of new housing delivery means that the conclusions regarding a relatively 'de minimis' impact appear logical and robust.

However, a Condition is considered warranted to ensure that there is no future expansion to the retail floorspace, and that there is no possibility of the creche facility being subsumed into the retail floorspace to create a larger retail facility at this location, thus ensuring the store remains serving only its local scale catchment area.

In terms of the specific location, whilst the site is located at a site which does not fall within the settlement boundary, there are not considered to be any suitable and / or available sites within the local catchment area which this facility will serve, which are located within the settlement boundary. In particular, the new housing developments to the north and south of Abberd Lane (at Hurricane Drive and around Anson Avenue / Hercules Road) do not provide any opportunities for such a facility. In this sense, to serve the local catchment as intended, the site is considered to be 'suitable' in a sequential sense.

Whilst not holding any material weight at this stage, it is of contextual relevance to note that the illustrative masterplan for land to the east of Calne included within the emerging draft Local Plan, includes space for a 'convenience store' which is similarly located to front the main road (Sand Pit Road), albeit a further 300m north of the facility now being proposed.

The need for the facility

Since the CCNP was made, a new local retail facility has opened some 400m to the south of the site along Spitfire Way. That facility was limited to 190sqm floorspace (planning permission 17/00679/OUT / 18/12108/REM) and is operated by Spar. That functions as a local top-up retail facility to serve for the new housing which has been, and continues to be, constructed around that area of the town following the grant of 17/00679/OUT which allows for up to 165 dwellings, along with the existing residential development in that part of the town. However, there is no such similar local top-up facility to serve the new housing development which has taken place around Sand Pit Road and Hurricane Drive, along with the existing residential development in this part of the town.

Whilst somewhat larger than the floorspace approved for the existing facility further south, the scale is clearly aimed at meeting solely the local need, functioning as a local 'top-up' facility; certainly in the context of the NPPF thresholds. The CCNP identifies a clear need for this type of local shopping facility to support the new housing development which has taken place around the application site on this eastern side of Calne. Thus, although the site does not conform with the general spatial policies set out in the CCNP, it is noteworthy that both Calne Town and Calne Without Parish Councils both support the application (in the context of Policy WS3) – seemingly a clear demonstration that the facility is needed for the local community.

Conclusion

In that the application site does not fall within the settlement boundary for Calne, the proposal conflicts with the general locational policies of the Core Strategy. Whilst Policy WS3 of the CCNP provides clear policy support for local neighbourhood convenience shops, this is caveated as being subject to compliance with all relevant development plan policies. Thus, the position is that there is a definite need for the facility, evidenced not least through the level of local support and which has some clear support in policy terms, but the provision of which on this specific site is not in full compliance with the development plan.

Layout, scale, design and appearance

The proposed building would be set back from the frontage of Spitfire Way, allowing for the retention of the existing hedgerow which currently fronts that road. Set behind that existing hedgerow is a gravel track which runs broadly the length of the site and following that hedgerow around the northern

boundary to meet Abberd Lane some 50m north of the roundabout. As such, and also due to the reduction in levels at the northern end of the site, the building will appear set into the site somewhat, although there is considered to be potential for further landscaping (see below).

The Urban Design Officer has queried this scale of the facility, in particular in terms of the context of the recent development which has occurred on this eastern side of Calne, and also noting that it is difficult to reach a definitive view on acceptability without consideration of the wider parcel(s) of land subject to application PL/2022/07893 for up to 100 dwellings, which remains undetermined. In terms of the first of these points, the design is considered suitable and appropriate for a neighbourhood centre of this nature and the combination of uses proposed is clearly needed by the local community. The determination of the application for up to 100 dwellings will of course need to take account of any permission for this local centre, should it be granted. In particular, whilst it is acknowledged that a denser scale of development may be desirable as can sometimes be found at local centre type complexes (e.g. accommodation above the commercial elements), it is considered that in its wider setting and context of the recent housing development nearby, the modern design and materials will not appear incongruous and is, on balance, considered acceptable.

The proposed Design Scheme drawings have been amended such that the 4.0m tall acoustic fence, which was initially included as proposed, has been removed from the drawings. The basis and rationale for the acoustic fence was driven primarily from the proximity of the dwellings shown on the illustrative masterplan for the adjacent land. However, as that application remains undetermined and there is no certainty regarding the likelihood and / or timing of that application proposal coming forward, requiring an acoustic fence as part of this application is considered inappropriate and not necessary, particularly given the proposed nature and scale of the fence at 4.0m tall. As such, details of the boundary treatment have not been included on the proposed plans, and these details will therefore need to be dealt with by way of Condition to ensure they are appropriate for both the site itself and also its immediate setting.

During the consideration of application reference PL/2022/07893 for residential development surrounding the site, it will be necessary to consider the acceptability of the potential effect of noise and disturbance from fixed plant and activity from the commercial activities on residential amenity as well as any mitigation measures required along the boundary.

The details and specification of the plant and bin stores has not been provided. These features are shown in a relatively prominent position at the end of the parking area and, whilst the need for these features is acknowledged, their detailed design will be an important consideration. As such, it is considered necessary and appropriate to cover these details by way of Condition.

Highways impacts, pedestrian and vehicular access and parking

Access, parking and highway impact

The application is supported by a Transport Statement, a Framework Travel Plan and a Delivery & servicing Management Plan. Vehicular access to the site will be taken from Spitfire Way via the existing site access and the Highways Officer has confirmed that impact on the wider network will be acceptable.

The Transport Statement sets out the level of parking provision. A reduced provision against the adopted 'maximum' standards is justified on the basis of the facility, as a neighbourhood centre, being supported by a Travel Plan to encourage the use of more sustainable modes of transport. A total of 31no. spaces are proposed, split between 15no. spaces for the convenience store (compared to a potential 'maximum parking accumulation' of 17no. spaces), and 16no. spaces for the creche (compared to a potential 'maximum parking accumulation' of 20no. spaces). A total of 12 cycle spaces are proposed on site, with three Sheffield stands adjacent to the nursery entrance and three Sheffield stands adjacent to the convenience store entrance – this quantum being commensurate with local guidance.

Tracking diagrams have been provided which show vehicle manoeuvrability within the site, in particular for the delivery vehicles. For the convenience store it is estimated that there will be between four and five Heavy Goods Vehicle deliveries (medium sized articulated vehicles) daily, and an additional one or two 'drop and drive' deliveries made by smaller vehicles. For the creche deliveries will be made by smaller vehicles (7.5 tonne) around once a week for larger deliveries and two to three times a week for fresh food deliveries.

The scale of movements would be akin to that at other comparable neighbourhood centres and the Highway Officer has raised no objection to the application. In the interest of public amenity it is appropriate to Condition the timing of deliveries.

Access and legibility

Pedestrian access will be available via Spitfire Way but linkages through the site to the roundabout to the north-west of the facility are proposed via the existing gravelled track to link up with pedestrian access improvements around and across the roundabout. These will provide wider pedestrian and cycle connectivity routes (including to the Public Right of Way CALW56) and will be secured through a Section 278 agreement as well appropriate Condition(s).

Sustainability and energy efficiency

The Energy Report submitted with the application sets out measures to ensure appropriate thermal construction properties, along with the use of electric heating and hot water generation – these will be secured by way of Condition. The measures, and implementation of passive design demonstrate compliance with the relevant Building Regulations.

Landscaping and visual impact

The site is not located within any sensitive landscape and, although located on agricultural land, the wider setting of the site is of recent housing development. Indeed, that recent housing development has somewhat altered the character of the site and the parcel of land within which it sits, in particular through: (i) the existing tarmac access to the site; (ii) the gravel track through the site; and (iii) the attenuation pond on land to the immediate south of the site.

The conclusion reached by the submitted Landscape and Visual Appraisal is that: *“This assessment has identified that the site has a medium-low visual and landscape character sensitivity and can accommodate change without significant or unacceptable harmful effects to the contextual and wider landscape character or to the views experiences [sic] within the wider visual envelope of the site. Overall, the development proposals conserve the wider landscape character with opportunities for enhancement in keeping with both local and national landscape policy requirements”* (section 21).

The Council's Landscape Officer has confirmed no objection to the application, but has suggested that additional landscaping – particularly at the frontage of the site – would be beneficial in terms of screening and softening the visual impact of the development. Given the extent of land ownership of the Applicant, it will be possible and appropriate to secure this by way of Condition.

As originally proposed, the scale of the acoustic fence did present a somewhat 'engineered' appearance to the site boundary. Whilst this may be appropriate should the surrounding context of the site change, it does not necessarily present the most appropriate form of site boundary at the point of determination of this application. As the specific need for the acoustic fence arises solely through the suggested proximity of the residential development proposed on the illustrative masterplan supporting application PL/2022/07893, at this stage it is not considered appropriate to include that boundary detail. Accordingly, that boundary detail has been removed and the specific boundary detail which would be appropriate for this application will be dealt with by way of Condition.

In addition to the suggested landscaping along the site frontage, it may also be then that some landscape treatment on land within the Applicants control adjacent to the northern boundary will be appropriate; that will be considered alongside the proposed boundary treatment. This may

potentially have consequential impacts on the layout of the residential development proposed on the adjacent land (under PL/2022/07893).

Noise, odour and dust

In terms of impacts on the occupants of the existing residential development, there are no immediate neighbours who would be particularly adversely impacted by the proposed development. Construction phase impacts can be suitably covered by way of Condition, and once operational, the location of the proposed facility will not result in an unacceptable level of noise, odour or dust arising.

In terms of noise, it is clear that the Noise Assessment (LF Acoustics) has been undertaken in the context of, and taking into consideration, the proposed development on the adjacent site currently under determination (PL/2022/07893). Based on this, the report sets out the need for a retaining wall around the site, along with fencing on top to: “... *provide screening to the residents of the proposed development*” (section 3.2). The mitigation measures are predominantly required due to the adverse impacts which would arise for the occupiers of the proposed residential development associated with deliveries and vehicular movements to the side and rear of the site.

However, as considered above, the need for the retaining wall / acoustic fence as a boundary treatment is not clearly defined at the time of determination of this application since there is no built or consented development on the land to the immediate north and east of the site which would be impacted. Accordingly, and in the context of a 4.0m tall acoustic fence not being appropriate for this countryside location or necessary to mitigate against unacceptable noise at this stage, it is considered reasonable to make use of a condition that will require the submission and agreement of the detail of boundary treatments.

Issues of odour and dust arising relate substantially to the construction phase and, based on the response from the Public Protection team, it is considered that these can be appropriately dealt with by way of Condition.

Similarly, external lighting can be appropriately dealt with via planning condition, which is considered necessary and reasonable in this instance.

Drainage

The application includes a Drainage Strategy and associated Drainage Strategy Plan; a wider Flood Risk Assessment and Drainage Strategy has been undertaken in relation to the outline application on adjacent land for 100 dwellings which is currently being considered. The proposed solution for each of these sites is for surface water to discharge into the existing attenuation pond located at the immediate southern boundary of the site.

With respect to this application, the Drainage Officer has raised no objection, but has commented that further calculations and details are required; it is considered acceptable that this detail can be secured by way of Condition.

Other matters and material considerations

Local support

As referenced above, although the application proposal gives rise to some issues of policy conflict, both Calne Town and Calne Without Parish Councils support this application proposal based on a local need for such facilities. Thus, as noted previously, whilst the application proposal gives rise to some policy conflict, this strong degree of local support is set in the context of Policy WS3 of the CCNP, which provides clear policy support for local neighbourhood convenience shops and facilities.

Adjacent land

As noted previously in this report, the context of the application site is one in which it is located within a larger parcel of agricultural land, that land being the subject of a live outline planning application for 100 dwellings, being considered under application ref. no. PL/2022/07893. This report has identified and explained the inter-relationship between the two sites where relevant.

In the event that PL/2022/07893 were to be considered acceptable, the context of this site would be materially different: from a site which is located on the edge of the settlement boundary, to one in which it would be an integral part of (predominantly) either existing or approved residential development.

The emerging Local Plan

As noted above, whilst the emerging Local Plan (pre-submission draft, 2020-2038) currently carries no weight given its very early point in the review process, for contextual relevance it is noteworthy that land to the north of Abberd Lane and to the east of the wider site the subject of PL/2022/07893 is identified for allocation for a mix of uses including residential, employment as well as a convenience store and nursery facility. In terms of paragraph 50 of the NPPF, there can be no argument of prematurity justifiably maintained at this early stage. However, those draft allocations do add weight to the definite need for the facilities now being proposed, these being located to front Sand Pit Road in the draft masterplan, in a position not dissimilar to that as now proposed, albeit some 300m further to north of this site.

10. Conclusion

This application seeks permission for a new local centre comprising a day nursery of some 511sqm and a convenience store comprising some 326sqm of retail floorspace. Associated parking provision is made for 31no. vehicles, of which 2no. for disabled; 4no. will have EV charging points, as well as 1 motorcycle space and cycle parking for 12 bicycles. The proposal also includes on and off site vehicular and pedestrian access and highway improvements and associated landscaping.

The proposal gives rise to a number of planning issues. In terms of the principle of the development, as the application site does not fall within the settlement boundary for Calne, the proposal conflicts with the general locational policies of the Core Strategy: Core Policies 1 and 2. Policy WS3 of the CCNP provides clear policy support for local neighbourhood convenience shops; however, this is caveated as being subject to compliance with all relevant development plan policies. Thus, whilst there is a definite need for the facility, evidenced not least through the level of local support and which has some clear support in policy terms, the provision of such a facility on this specific site is not in full compliance with the development plan.

The context of the application site is one in which it is located within a larger parcel of agricultural land, that land being the subject of a currently live outline planning application for 100 dwellings (ref. no. PL/2022/07893). Where necessary, this report has considered the inter-relationships between these two application proposals, and the details of this application proposal have been amended such that they can be appropriately considered in advance of (and in isolation from) the proposals for the adjacent land.

On balance, given the need for the facility to serve existing development, coupled with the local support and policy objective set out in the CCNP to provide such facilities, the application proposal is considered to be acceptable on its own merits. However, should PL/2022/07893 be considered acceptable and granted permission, the context of this application site would be materially different: from a site which appears is located on the edge of the settlement boundary, to one in which it would be an integral part of (predominantly) either existing or approved residential development. As a consequence, the justification for this application proposal would then be strengthened rather than compromised in any way.

RECOMMENDATION: Planning Permission to be GRANTED subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

Location Plan 9311 PL01.revB
Existing Site Plan 9311 PL03.revB
Proposed Site Plan 9311 PL04.revE
Block Plan 9311 PL02.revB
Proposed Ground Floor Plan 9311 PL10.revA
Proposed Roof Plan 9311 PL11.revA
Proposed Elevations 9311 PL15
Proposed Sections AA & BB 9311 PL16
Drainage Strategy Plan P20-109 SK011.P5
Levels strategy plan P20-109 SK010.P4
External Lighting SPF-HYD-XX-XX-DR-E-9001
Soft Landscape Proposals – MHP
Landscape Management Plan – MHP
H690/1.revF: Proposed Site Access Arrangements
H690/2.revB: Swept Path Analysis

REASON: For the avoidance of doubt and in the interests of proper planning.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order) 2015 (or any Order revoking or re-enacting or amending this Orders with or without modification, the site shall be used solely for purposes within Classes E(a) and E(f) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes) (Amendment)(England) Order 2005 (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification) unless planning permission has been specifically granted following receipt of a planning application by the local planning authority.

REASON: The proposed use is acceptable but the Local Planning Authority wish to consider any future proposal for a change of use, other than a use within the same class(es), having regard to the circumstances of the case.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending this Orders with or without modification there shall be no additions / extensions / external alterations to any building forming part of the development hereby permitted and no plant or machinery shall be installed outside any such building on the site on the approved plans unless planning permission has been specifically granted following receipt of a planning application by the local planning authority.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions/extensions or external alterations, or the installation of any outdoor plant/machinery.

5. No development shall commence above ground floor slab level until details of the storage of refuse and recycling, and any plant store, including details of location, size, means of enclosure and materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be first brought into use until the approved refuse / recycling / plant storage has been completed and made available for use in accordance with the approved details and it shall be subsequently maintained in accordance with the approved details thereafter.

REASON: In the interests of public health, safety and amenity.

6. No materials, goods, plant, machinery, equipment, finished or unfinished products/parts of any description, skips, crates, containers, waste or any other item whatsoever shall be placed, stacked, deposited or stored outside any building on the site without the prior approval in writing of the Local Planning Authority in the form of a separate planning permission in that regard.

REASON: In the interests of the appearance of the site and the amenities of the area.

7. No development shall commence above ground floor slab level until details of any boundary walls and / or fences and / or screens have been submitted to and approved in writing by the Local Planning Authority. Such walls / fences / screens shall be erected in accordance with the approved details prior to the occupation of the building hereby permitted and shall be retained and maintained as such at all times thereafter.

REASON: In the interests of public amenity.

8. Notwithstanding the submitted details for the site, no development shall commence above ground floor slab level until a scheme of hard and soft landscaping, for the site and adjoining land, has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- location and current canopy spread of all existing trees and hedgerows on the land;
- full details of any to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities on the site and adjacent land;
- finished levels and contours;
- means of enclosure;
- car park layouts;
- other vehicle and pedestrian access and circulation areas;
- all hard and soft surfacing materials;

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

9. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, 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. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

10. The off-site highway improvements shall be provided via a S278 Agreement prior to occupation of the site, as per the approved drawings H690/2 Rev B and H690/1 Rev F (Transport Statement).

REASON: In the interests of promoting sustainable patterns of travel to and from the development.

11. Within 6 months of first use of the development hereby approved a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The full Travel Plan when approved shall be implemented (including the appointment of a travel plan co-ordinator) within 12 months of first occupation.

REASON: In the interests of promoting sustainable patterns of travel to and from the development.

12. No deliveries or despatches shall be made to or from the site by HGV vehicles, and no HGV delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 0700 nor after 2300 Monday to Saturday, and between 0800 and 2000 on Sundays, Bank or Public Holidays.

REASON: In the interests of public amenities.

13. No part of the development hereby approved shall be first brought into use until the parking area shown on the approved plans has been consolidated, surfaced and laid out in accordance with the approved details. This area shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

14. No part of the development hereby approved shall be first brought into use until the cycle and motorcycle parking provision shown on the approved plans has been installed in accordance with the approved details. These shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles and powered two-wheelers are provided and to encourage travel by means other than the private car.

15. No part of the development hereby approved shall be first brought into use until details of the surfacing of the existing and proposed pedestrian tracks have been submitted to and approved in writing by the Local Planning Authority. These shall be maintained and remain available for this use at all times thereafter.

REASON: To ensure that satisfactory non-car connections are maintained to encourage travel by means other than the private car.

16. The development shall be undertaken in full accordance with the energy and sustainable measures detailed in the Hydrock Energy Statement (dated 31 January 2023)

REASON: For the avoidance of doubt and in the interests of sustainability.

17. Prior to the commencement of works, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Construction Environmental Management Plan (CEMP) shall be submitted to the local planning authority for approval in writing. The Plan shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:

- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
- b) Working method statements for protected/priority species, such as nesting birds and reptiles.
- c) Mitigation strategies already agreed with the local planning authority prior to determination, such as for reptiles, bats and bats; this should comprise the preconstruction/construction related elements of strategies only.
- d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
- e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
- f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.

Development shall be carried out in strict accordance with the approved CEMP.

REASON: To ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.

18. No demolition, site clearance or development shall commence on site, and; no equipment, machinery or materials shall be brought on to site for the purpose of development, until a Tree Protection Plan showing the exact position of hedgerows on the site and adjacent land and their protective fencing has been submitted to and approved in writing by the Local Planning Authority. The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained hedgerow shall be cut down, uprooted or destroyed, other than in accordance with the approved plans. If any hedgerow is removed, uprooted, destroyed or dies, another shall be planted at the same place, at a size and species and planted at such time, that must be agreed in writing with the Local Planning Authority.

REASON: To enable the Local Planning Authority to ensure the retention of hedgerows on the site in the interests of visual amenity.

19. The development will be carried out in strict accordance with the following documents:

- External Lighting, Drawing No: SPF-HYD-XX-XX-DR-E-9001, Revision: P05, Date: 04/04/23 by Hydrock
- 10 Year Landscape Management Plan, Commercial Centre at Spitfire Road, Calne, Issue No 7, Date: 05/05/2023 by MHP Design Ltd.

REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity.

20. No further external lighting shall be installed on site whatsoever unless otherwise agreed in writing with the Local Planning Authority in the form of a separate planning permission in that regard.

REASON: In the interests of the amenities of the area and to minimise unnecessary light spillage above and outside the development site.

21. No development shall commence above ground floor slab level until details showing ventilation and extraction equipment within the site (including details of its position, appearance and details of measures to prevent noise emissions) have been submitted to and approved in writing by the Local Planning Authority. The ventilation/extraction equipment shall be installed prior to the building hereby approved being first occupied and shall thereafter be maintained in accordance with the approved details.

REASON: In the interests of the amenities of the area.

22. Prior to commencement, the applicant will be required to resubmit calculations which demonstrate that the required 20% betterment against greenfield rates has been achieved for all storm events between the 1 in 1 year and the 1 in 100year return period storm events. The applicant is referred to the informatives to comply with Wiltshire Council policy when undertaking revised calculations.

REASON: Wiltshire Council's betterment policy for greenfield sites states that "With regards the control of surface water discharges from greenfield sites, Wiltshire Council requires post development discharges to provide 20% betterment over pre-development (greenfield) discharges for both peak flow and volume. To demonstrate compliance, the applicant must provide pre and post development runoff rates for a range of return periods (1, 30 and 100 year), and pre and post development runoff volumes for the 100 year, 6 hour rainfall event. This takes account of national policy, as outlined in the SuDS Technical standards."

23. The applicant shall submit a plan showing overland exceedance routes for flows in excess of the 1 in 100 year plus climate change (40%) rainfall event, demonstrating that exceedance flows will be wholly and safely managed on site and will not flood people / property.

REASON: To ensure flood risk is not increased to existing adjacent property and residing people, and to ensure flood risk is mitigated to proposed property and people.

24. No development shall commence on site until a construction management plan has been submitted to control pollution to existing watercourses and groundwater.

REASON: To mitigate pollution to existing watercourses adjacent to the site and groundwater, and to mitigate flood risk to existing adjacent property and residents.

25. The rating level (LArTR) of the noise emitted from the proposed development shall not exceed the existing background noise level (LA90T). The rating level shall be determined by measurement or calculation at the boundary of the nearest noise sensitive premises or at another location that is agreed with the local planning authority. Measurements shall be made in accordance with BS4142:2014 +A1:2019. Where the background levels are to be taken as a LA90 1 hour during the daytime [07:00 - 23:00] and LA90 15min during the night [23:00 – 07:00], and the specific sound levels expressed as an LAeq 1 hour during the daytime [07:00 - 23:00] and LAeq 15 minutes during the night [23:00 – 07:00] with all measurements taken at the boundary of the nearest residential noise-sensitive receptors.

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

26. No development shall commence on site (including any works of demolition), until a Construction Management Statement, together with a site plan, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries;

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

INFORMATIVES

The developer/applicant will be expected to enter into a S278 and S38 Agreement with the Highway Authority before commencement of works hereby approved.

The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Conservation of Habitats and Species Regulations 2017 (as amended) it is an offence to disturb or harm any protected species including for example, breeding birds and reptiles. The protection offered to some species such as bats, extends beyond the individual animals to the places they use for shelter or resting. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected.

The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.

This permission does not permit the display of any advertisements which require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations, 2007 or under any Regulation revoking and re-enacting or amending those Regulations, including any such advertisements shown on the submitted plans.

Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

The applicant is advised that the development hereby approved may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due. If an Additional Information Form has not already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply, and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website <https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy>.

Within the drainage calculations, the MADD factor must be set to zero, so as not to overpredict attenuation volume within the network. If a value other than 0m³/ha is selected for the MADD value, the applicant will need to provide quantitative evidence to demonstrate that this is appropriate.