



**Melton  
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Council**

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# Planning Committee

26 May 2022

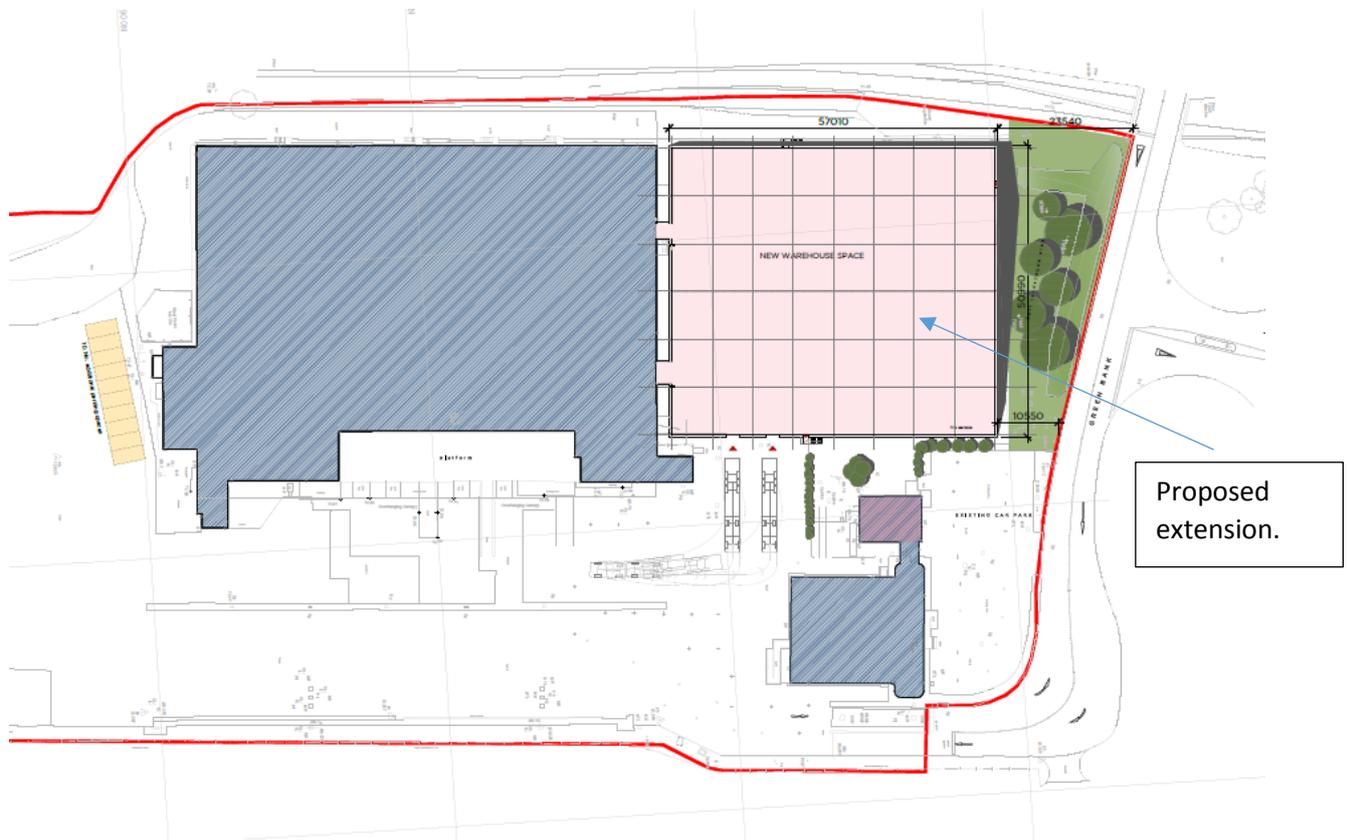
Report of: Interim Assistant Director for  
Planning

## **21/00929/FUL - Extension to existing Warehouse - Storage & Distribution (Class B8) and refurbishment of existing single storey modular building**

### **Hallmark, Green Bank, Melton Mowbray.**

<b>Corporate Priority:</b>	Delivering Sustainable and Inclusive Growth in Melton
<b>Relevant Ward Member(s):</b>	Cllr Douglas and Cllr Bindloss
<b>Date of consultation with Ward Member(s):</b>	12 August 2021
<b>Exempt Information:</b>	None

### **1 Summary**



- 1.1 The application site relates to a large commercial warehouse with B8 storage and B2 office use. The existing warehouse building has a steel portal frame with profile steel cladding and a pitched roof design.
- 1.2 The site is to the East of Melton town centre, in an established industrial area of the town. The site is also located within flood zone 3b which is the functional flood plain.
- 1.3 The site area covers approximately 2.8 hectares, with similar storage and haulage as neighbouring occupiers. There are further commercial units to the West and North of the site, and mainly open countryside to the East. To the South is the river Eye
- 1.4 Planning permission is sought for the extension to the existing commercial building, consisting of a new single storey shed connected to the existing unit through low rise link sections.
- 1.5 The proposed extension would be constructed on a series of stilts raising the building up by 1.5m, leaving a permanent void underneath. This would bring the new building to the same height as the existing warehouse. A brick plinth around the proposed warehouse would prevent the stilts and void from being visible.
- 1.6 The proposed extension would have a gross internal floor area that measures 2,800m<sup>2</sup>. Combined with the existing warehouse the total floorspace of this unit would increase to 7,200m<sup>2</sup>
- 1.7 Demolition and removal of existing outbuildings containing mechanical and electrical plant and a temporary modular building are also included in proposed scheme.
- 1.8 New external cladding is proposed to the external elevations of the main building (existing and proposed) in order to provide a modern and uniform finish. A new hard and soft landscaping scheme is also included

## RECOMMENDATION

1. It is recommended that the Planning application is **REFUSED** :

### 2 Reason for Recommendations

- 2.1 The proposed development would be acceptable from a visual amenity perspective and would not result in any material impact on the amenity of neighbouring commercial units or residential properties. There has also been no identified impact on Highway safety.
- 2.2 Furthermore, the applicant has been successful in demonstrating the economic benefits of the proposed development, which consist of the expansion of an existing established business which has long been based in Melton Mowbray, and the provision of increased employment levels at the site. In this respect, the proposed development would be compliant with Policies EC1 and EC3 Melton Local Plan as well as Para 81 of the NPPF.
- 2.3 However, the site is located within flood zone 3b (functional flood plain). The NPPF and NPPG are clear that only development that falls into water compatible and essential infrastructure categories should be permitted in this flood zone. The proposed development falls into a 'less vulnerable' category of development, as identified within the NPPG, and therefore does not constitute a water compatible development or essential infrastructure, which are the only categories recommended by the NPPG to be permitted within flood zone 3b.
- 2.4 Moreover, the objection received from the Environment Agency is a material consideration. The comments from the Environment Agency consider the design of the extension and highlight that debris can accumulate around the stilts that the building would be constructed on, which would increase flood risk locally. The comments also raise concern over the close proximity of the proposed extension to Thorpe Brook.
- 2.5 In conclusion, while the economic benefits of the scheme weigh heavily in the proposals favour, the impact on flood risk at the site and conflict with guidance contained within Policies ENV11 of the Melton Local Plan and the NPPF, outweigh this benefit. Accordingly it is recommended that planning permission be refused.

### 3 Key Factors

#### 3.1 Reason for Committee Determination

- 3.1.1 The Director for Growth and Regeneration (in consultation with the Chair of Planning Committee) considers this application as likely to raise matters which should be referred to the Committee.

#### 3.2 Relevant Policies

- 3.2.1 Policy SS1 - Presumption in favour of Sustainable Development
- 3.2.2 Policy SS2 – Development Strategy
- 3.2.3 Policy C9 – Healthy Communities
- 3.2.4 Policy EC1 - Employment Growth in Melton Mowbray
- 3.2.5 Policy EC3 - Existing Employment Sites
- 3.2.6 Policy EC5 - Melton Mowbray Town Centre
- 3.2.7 Policy EN2 – Biodiversity and Geodiversity
- 3.2.8 Policy EN8 – Climate Change
- 3.2.9 Policy EN11 - Minimising the Risk of Flooding

### **3.3 Main Issues**

- 3.3.1 Principle of Development
- 3.3.2 Flood Risk
- 3.3.3 Economic Development
- 3.3.4 Highway safety
- 3.3.5 Visual Amenity
- 3.3.6 Neighbouring Amenity

## **4 Report Detail**

### **4.1 Position under the Development Plan Policies**

- 4.2 Policy SS1 states that ‘the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 4.3 Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
- 4.3.1 Policy SS2 of the Melton Local Plan states that ‘provision will be made for the development of at least 6,125 homes and some 51 hectares of employment land between 2011 and 2036 in Melton Borough.’
- 4.3.2 As part of the overall Spatial Strategy for the District, Policy SS2 also set outs that the Melton Mowbray Main Urban Area is the priority location for growth and will accommodate approximately 65% of the Borough’s housing need. The role and sustainability of Melton Mowbray will be significantly enhanced through the delivery of at least 3,980 homes and up to 31 hectares of additional employment land by 2036 on allocated and other sustainable sites in accordance with Policy SS1.

### **4.4 Principle of Development**

- 4.4.1 Policy EC3 identifies the site as an area to be retained for employment uses, falling within EC3 (v) Saxby Road Area.
- 4.4.2 Policy EC1 states that proposals for employment development on allocated and non-allocated sites in Melton Mowbray will be allowed where;
- 4.4.3 The site is located in an area that can be easily accessed by public transport, walking and cycling, and can be satisfactorily accessed by service and other employment related vehicles.
- 4.4.4 It provides a mix of B-class employment uses that seek to meet local business and employment needs.
- 4.4.5 The application site is located in close proximity to Melton Mowbray town centre with a wide range of public transport services, as well as public footpaths.
- 4.4.6 The current use of the site falls with B8 (Storage and Distribution) with ancillary B2 (Office) use class. The proposal seeks to expand and continue the existing business.
- 4.4.7 Section 6 of the NPPF ‘Building a Strong, competitive economy’ is relevant to the proposed development, in particular Para 81 of the NPPF which states;
- 4.4.8 ‘Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support

economic growth and productivity, taking into account both local business needs and wider opportunities for development.’

- 4.4.9 Accordingly, it is considered that the proposal would meet with the aims and objectives of Policies EC1 and EC3 of the Melton Local Plan.
- 4.4.10 However, the site is located within flood zone 3b (Functional Flood Plain) and in close proximity to Thorpe Brook. As such there are specific criteria set within National and Local Policy guidance that the proposal must meet with, which is discussed further below.
- 4.5 Impact upon the Flood Risk**
- 4.5.1 Section 14 of the NPPF gives guidance on the relevant tests that development proposals in areas of high flood risk must meet.
- 4.5.2 Paragraph 166 of the NPPF states ‘Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again.’
- 4.5.3 Given that the site is located within an allocated employment site, it is considered that the sequential test approach is not required to be applied in this instance.
- 4.5.4 In terms of whether the exception test should be carried out, the starting point is the flood vulnerability classification table contained within the NPPG. This table makes clear that only Essential Infrastructure and Water Compatible development proposals should be permitted within flood zone 3b. The proposed development would fall into a ‘less vulnerable’ category which should not be permitted. It is therefore not necessary to go further and apply the Exception Test to the proposed development.
- 4.5.5 Policy ENV11 of the Melton Local Plan echoes the advice contained with the NPPF and accompanying NPPG and states that;
- 4.5.6 ‘Development on the functional floodplain (Zone 3b) will be allowed for water compatible uses and essential infrastructure only.’
- 4.5.7 Policy ENV11 also goes on to advise that ‘Normally no buildings should be constructed within 8 metres of the banks of watercourses, to allow access for maintenance as well as providing an ecological corridor. In addition, proposals should not result in the loss of any existing open water features.’
- 4.5.8 It is noted that Environment Agency raise an objection to the proposal, primarily due to the location of the application site within flood zone 3b and development not falling within either essential infrastructure or water compatible classification. The concerns raised in relation to the close proximity to Thorpe Brook are also noted as well as the comments that while the physical development will not significantly displace floodplain volumes, debris can accumulate on stilts and increase flood risk locally.
- 4.5.9 The concerns over the impact on flood risk are a matter of principle in which the proposed development constitutes a development type which is not recommended by the NPPG to be permitted within flood zone 3b. There are no mitigation measures which would overcome this conflict with national policy guidance. The concerns raised by the Environment Agency in terms of the debris accumulating around the stilts that the building would sit on are in addition to this.
- 4.5.10 In light of the above, it is concluded that proposed development is likely to increase flood risk at the site as well as neighbouring sites and would be contrary to the guidance contained within Policy ENV11 of the MBC Local Plan and the NPPF.

## **4.6 Economic Development**

- 4.6.1 As identified previously, there is strong support within both National and Local Planning Policy guidance for development that provides economic development. Furthermore, the strong support from the Economic Development team is also noted.
- 4.6.2 Following discussions with officers, supporting information has been received which gives a brief history of Hallmark as a company. The statement sets out that the company had started in Melton Mowbray over 30 years ago, with the application site purchased by the company 7 years ago. Since acquiring the site, the company has been successful and the business expanded to the extent that the current warehouse is required to be significantly extended in order to keep up with demand.
- 4.6.3 The supporting statement details the current workforce to consist of 75 members of staff, with increases to 120 over the Christmas period. The applicant sets out that the proposed development would generate 10 additional jobs in year 1, rising to 20 in year 5.
- 4.6.4 Furthermore, it is noted that strong support from the Economic Development team has been received which concludes that the application would retain operations and employees within the borough, allowing employment in a rural location where employment opportunities may otherwise be lacking.
- 4.6.5 The increase in employment levels for an established company within Melton Mowbray within a site that has been allocated for employment complies with the aims of objectives of Policy EC1 and EC3 and weighs heavily in its favour.
- 4.7 **Highway Safety**
- 4.7.1 Policy D1 states that development proposals should include appropriate, safe connection to the existing highway network and should make adequate provision for car parking. Policy IN2 requires that development does not unacceptably impact on the safety and movement of traffic on the highway network and provides appropriate and effective parking provision and servicing arrangements
- 4.7.2 The proposed extension would be located on an existing landscaped area at the front of the site. The vehicular access into the site, staff car parking and delivery access would all remain unaffected by the proposed development.
- 4.7.3 The Highway Authority have expressed the view that the proposal would not result in any material impact on highway safety at the site having had regard to the submitted Transport Statement.
- 4.7.4 It is also noted that the Highway Authority are satisfied with the addition of 10 parking bays shown to be provided as part of the proposal and that overall there would be sufficient parking and turning space provided.
- 4.7.5 Given the above advice and with the recommended conditions attached to any grant of planning permission, it is considered that the proposal would comply with the overall aims of Policies D1 and IN2 and would be acceptable from a Highway safety perspective.
- 4.8 **Visual Amenity**
- 4.8.1 Policy D1 of the Melton local Plan seeks to ensure that buildings and development are designed to reflect the wider context of the local area and respect the local vernacular without stifling innovative design.
- 4.8.2 While the proposed extension would constitute a large addition to the existing building and would be visible from the Green Bank Highway, it is considered that the application site is of sufficient size to accommodate the extension without appearing over intensive or camped.

- 4.8.3 Furthermore, the design of the extension forms a continuation of the utilitarian design of the existing commercial unit, with the overall height and floor level matching that of the existing building. In also taking account of the context of the wider site, being an industrial area with similar design units in close proximity, it is considered that the proposal would not be unduly prominent within the locality.
- 4.8.4 Moreover, the proposed external cladding is considered to bring an updated and modern appearance to the building and as such is considered acceptable.
- 4.8.5 Overall, the proposed development is not considered to result in any adverse impact on the visual amenity of the area and would comply with the aims of Policy D1.
- 4.9 **Neighbouring Amenity**
- 4.9.1 Policy D1 states that the 'Amenity of neighbours and neighbouring properties should not be compromised.' Policy D1 also requires development to be managed so as to control disruption caused by construction for reasons of safeguarding and improving health well-being for all.
- 4.9.2 There are significant separation distances to the closest neighbouring commercial units, with the closest residential properties located in excess of 90m to the north along Saxby Road. Due to the level of separation, it is considered that the proposed extension is unlikely to result in any material impact on neighbouring amenity.
- 4.9.3 It is noted that the Environmental Health Officer raises no objection to the proposal but has recommended a condition in relation to a construction and demolition plan in order to protect surrounding premises from being adversely affected by noise, vibration, dust, lighting or other emissions from the building site.
- 4.9.4 The recommended condition is considered appropriate to attach to any grant of planning permission and would ensure that the development is fully compliant with the aims and objectives of Policy D1.

## **5 Consultation & Feedback**

- 5.1 A site notice was posted and letters sent to immediate neighbouring properties. There have been no written representations received.

## **6 Financial Implications**

- 6.1 None Identified.

**Financial Implications reviewed by: N/A**

## **7 Legal and Governance Implications**

- 7.1 None identified.

**Legal Implications reviewed by: Tom Pickwell (Solicitor)**

## **8 Background Papers**

- 8.1 97/00226/FUL - Proposed retention of laboratory. – Approved 19.05.1997
- 8.2 97/00271/FUL - Proposed infill roof to form pallet cleaning area – Approved 12.06.1997
- 8.3 02/00296/FUL - Proposed roof covering to existing store – Approved 10.06.2002
- 8.4 12/00483/COU - Change of use from B8 to B2 – Approved 03.09.2012
- 8.5 13/00229/FUL - Extension to existing offices and new fenestration to existing warehouse. Approved 31.05.2013

## 9 Appendices

9.1 A: Summary of Statutory Consultation responses

B: Reason for Refusal

C: List of applicable Development Plan policies

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## Appendix A : Consultation replies summary

### Environment Agency:

#### Comments received 22.02.22

We would like to emphasise that the primary reason for our objection to this planning application is due to the proposals being located within Flood Zone 3b (functional floodplain) are therefore contrary to the National Planning Policy Framework (NPPF). The development is classed as less vulnerable in accordance with table 2 of the Flood Zone and flood risk tables of the Planning Practice Guidance. Tables 1 and 3 make it clear that this type of development is not compatible with this Flood Zone and therefore should not be permitted.

It should be emphasised that land within Flood Zone 3b floods frequently (functional floodplain). Whilst the applicant has demonstrated that the physical development will not significantly displace floodplain volumes, debris can accumulate on stilts and increase flood risk locally.

Additionally, we are concerned by the proposals proximity to the Thorpe Brook. Development within 8 metres of the Thorpe Brook will require a permit under the Environmental Permitting (England and Wales) Regulations 2016. As submitted, we cannot guarantee that a permit will be granted.

We therefore maintain our objection, dated 22nd September 2021.

We **object** to the proposed development as it falls within a flood risk vulnerability category that is inappropriate to the Flood Zone in which the application site is located.

The application is therefore contrary to the National Planning Policy Framework and its associated Planning Practice Guidance. We recommend that planning permission is refused on this basis.

#### Comments received 26.11.21

We **object** to the proposed development as it falls within a flood risk vulnerability category that is inappropriate to the Flood Zone in which the application site is located.

The application is therefore contrary to the National Planning Policy Framework and its associated Planning Practice Guidance. We recommend that planning permission is refused on this basis.

#### Reasons

The Planning Practice Guidance classifies development types according to their vulnerability to flood risk and provides guidance on which developments are appropriate within each Flood Zone. This site lies within Flood Zone 3b functional floodplain, which is land defined by the Melton Borough Council Level 1 and Level 2 Strategic Flood Risk Assessment (2015), as having a high probability of flooding.

The development is classed as less vulnerable in accordance with table 2 of the Flood Zones and flood risk tables of the Planning Practice Guidance. Tables 1 and 3 make it clear that this type of development is not compatible with this Flood Zone and therefore should not be permitted.

The Flood Risk Assessment acknowledges that the site is within the Flood Zone 3b and provides Table 3.1 showing less vulnerable development to be unsuitable within this flood zone.

#### Original comments 22.09.21

We **object** to the proposed development as it falls within a flood risk vulnerability category that is inappropriate to the Flood Zone in which the application site is located. The application is therefore contrary to the National Planning Policy Framework and its associated Planning Practice Guidance. We recommend that planning permission is refused on this basis.

**Reason** The Planning Practice Guidance classifies development types according to their vulnerability to flood risk and provides guidance on which developments are appropriate within each Flood Zone. This site lies within Flood Zone 3b functional floodplain, which is land defined by the Melton Borough Council Level 1 and Level 2 Strategic Flood Risk Assessment (2015), as having a high probability of flooding. The development is classed as less vulnerable in accordance with table 2 of the Flood Zones and flood risk tables of the Planning Practice Guidance. Tables 1 and 3 make it clear that this type of development is not compatible with this Flood Zone and therefore should not be permitted. The Flood Risk Assessment acknowledges that the site is within the Flood Zone 3b and provides Table 3.1 showing less vulnerable development to be unsuitable within this flood zone. In addition to the above, it appears that the proposed extension may be within 8 metres of the Thorpe Brook, which is designated as a statutory main river. The Flood Risk Assessment incorrectly identifies the Thorpe Brook as an ordinary watercourse.

Any development within 8 metres of a statutory main river will require a permit under The Environmental Permitting (England and Wales) Regulations 2016, which is separate to the planning process

### **Lead Local Flood Authority**

Leicestershire County Council as Lead Local Flood Authority (LLFA) advises the Local Planning Authority (LPA) that the proposals are considered acceptable to the LLFA and we advise the following planning conditions be attached to any permission granted:

### **LCC Highways**

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 111 of the National Planning Policy Framework (2021), subject to the conditions and/or planning obligations outlined in this report.

#### **Site Access**

The proposed development seeks to retain the existing access. Access to the development is via B676 Saxby Road which forms a priority junction with Green Bank. Green Bank is briefly an adopted unclassified road before forming a private road accessing Mars Petcare to the west and Hallmark (the development site) to the east. A set of fence panels on either side of the carriageway denote the point at which Green Bank becomes private. Green Bank has an irregular carriageway layout, designed to allow HGV movements access and egress the site without crossing the centreline of the carriageway.

#### **Highway Safety**

The submitted BSP Consulting Transport Statement (TS) identified three Personal Injury Collisions (PICs) at the signal-controlled junction of Thorpe End, Thorpe Road, Saxby Road and Norman Way. The LHA can confirm that an additional PIC, recorded as slight, within the most recent five-year period has taken place at the junction resulting in a total of four PICs.

The LHA agree with the Consultant that the PIC record for the most recent five-year period does not indicate any significant collision patterns.

### Trip Generation

The BSP TS provided a trip generation of the proposed warehouse extension which showed a forecasted trip generation of 13 two-way trips during the AM peak period (08:00 - 09:00), 10 two-way trips during the PM peak period (17:00 - 18:00) and a total of 133 daily two-way trips.

The submitted TS also states that the proposed development will see the employment of 10 additional staff members over the first two years in order to operate the expanded site.

### Internal Layout

The LHA understand from the BSP TS that the site provides a total of 52 car parking spaces split as 27 spaces associated with the warehouse unit and 25 (including two disabled bays) for the office use on site. An additional six cycle parking spaces are provided on site.

The proposed 2,800sqm warehouse would result in a requirement for an additional 10 parking spaces in accordance with Table DG11 of the Leicestershire Highway Design Guide (LHDG).

Drawing 1548 P03 Rev. B shows an additional 10 parking bays to the west of the site. The LHA are satisfied that sufficient parking and turning space will be provided within the site.

The development hereby permitted shall not be occupied until such time as the additional parking and turning facilities have been implemented in accordance with Drawing 1548 P03 Rev. B. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

2. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

### Informative

It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at

### **MBC Environmental Health**

The proposal is for the erection of a new single storey industrial shed connecting to the existing unit through low rise link sections. The demolition/removal of outbuildings comprising a single storey masonry structure housing mechanical & electrical plant and a temporary modular building with associated pockets of landscaping .

There is no proposal to replace any mechanical plant so there is no need for any acoustic assessment at this stage.

The building works should be carried out so as not to cause excessive environmental impact but given scale of the development works should have a minor impact but it is of a scale that an appropriate construction management plan should be submitted.

I do not offer any objections to the application and suggest the following should you be mindful to grant the application.

Prior to commencement of the development hereby approved, a demolition method statement and a construction management plan shall be submitted to and approved in writing by the Council.

Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 07:00 – 19:00 Monday to Friday daily and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works.

Approved details shall be implemented throughout the project period.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site.

### **MBC Economic Development**

The planning application and supporting Economic Benefits Statement provides a good synopsis of the intentions and aspirations of Hallmark Consumer Services. With the envisaged growth of the company, and the subsequent expansion of the warehouse, the opportunities generate additional employment, provide opportunities for the local workforce and in general support the local economy

Whilst the applicant has considered the option to run a permanent second site elsewhere, the practicalities and costs involved have resulted in this option being unfeasible. If the expansion of the existing site does not go ahead, there will be negative implications. Foremost will be the planned growth of the company will be impeded, and investment of an automated system will likely be delayed. Should the development proceed the company has the potential to meet its business requirements and thus ensuring its varied and growing client base demands are met which will increase the resilience of a major local employer

Taking into consideration the local workforce, the Economic Benefits Statement clearly sets out the intention of up-skilling employees, which will invariably increase overall productivity and likely result in higher value jobs within the business and a more well-rounded skillset within the local workforce. Furthermore, a high proportion of employees live locally, and many either walk or cycle to work, thus making expansion at its existing site favourable over any other options

In conclusion, the Growth & Regeneration Team at Melton Borough Council generally welcomes business aspirations such as those proposed by the applicant. The application will retain operations and employees within the borough, allowing employment in a rural location where employment opportunities may otherwise be lacking and as such, it is viewed to support the local economy.

## **Appendix B: Reason For Refusal**

1. In the opinion of the Local Planning Authority the proposed development would not fall into a suitable development type for the site's location within flood zone 3b functional flood plain and in close proximity to Thorpe Brook. Furthermore, the proposed development would increase the flood risk at the site as well as to neighbouring sites by virtue of the foundation stilts which have the potential to collect debris and reduce the flood plain capacity. The proposal is considered to conflict with flood vulnerability classification table contained within the NPPG and the aims and objectives of Policy EN11 of the Melton Local Plan.

## **Appendix C : Applicable Development Plan Policies**

### **Melton Local Plan**

Policy SS1 - Presumption in favour of Sustainable Development

Policy SS2 – Development Strategy

Policy C9 – Healthy Communities

Policy EC1 - Employment Growth in Melton Mowbray

Policy EC3 - Existing Employment Sites

Policy EC5 - Melton Mowbray Town Centre

Policy EN2 – Biodiversity and Geodiversity

Policy EN8 – Climate Change

Policy EN11 - Minimising the Risk of Flooding