

Reference: 17/01500/OUT

Date submitted: 30th November 2017

Applicant: G S Property Holdings Limited - Mandeep Singh

Location: Field 4100, Lake Terrace, Melton Mowbray

Proposal: Residential development (up to 90 dwellings) including public open space, removal of material from existing disused railway, landscaping and alterations to existing vehicular access (outline - all matters reserved except access).



Proposal :-

The application site is located to the south west of Melton Mowbray town centre at the end of a road of residential properties and to the north and east of the Melton household waste site. The site is open grassland which is relatively inaccessible by public access. Further to the north of the site is the river Eye and public footpath ref. E13 which runs alongside this. The site split into two sections, with a dismantled railway through the centre of the site. Residential properties are to the south of the site on Lake Terrace itself. The site lies within the flood zone 3.

This is an outline application for the erection of up to 90 dwellings (revised from 94) and access from the end Lake Terrace onto the site.

A layout plan has been submitted with the proposal which shows the creation of a new access onto Lake Terrace, areas of open space, attenuation basin and indication of locations of proposed properties, garages and access roads.

The plans also show comprehensive flood alleviation measures owing to the river Eye close to the site and subsequent flood zone three classification of the land adjacent. A non-technical summary has been provided to put this information in an accessible format. Basically this involves the creation of a region of elevated land called platforms that can then be developed into residential areas. They would be raised above the flood extents from the river, and be designed as such to not create any additional flooding problems downstream. In addition, part of the existing former railway embankment that crosses the floodplain area will be removed.

By removing the former railway embankment will allow for an approximate volume of 13,500m³ of material available to contribute to the fill required to create the residential platforms and create approximately 8000m³ of new flood plain to retain any flooding from the River Eye.

It is considered that the main issues arising from this proposal are:

- **Compliance or otherwise with the Development Plan and the NPPF**
- **Principle of development**
- **Impact upon the character of the area**
- **Impact upon residential amenities**
- **Impacts concerning flood risk**
- **Highway Safety**
- **Contamination/Noise**

The application is required to be presented to the Committee due to largescale of the proposal.

History:-

No relevant history.

Planning Policies:-

Melton Local Plan (saved policies):

Policy OS1 – states that planning permission will only be granted for development within the town and village envelopes shown on the proposals map where the form, character and appearance of the settlement is not adversely affected, the form, size, scale, mass, materials and architectural detailing of the development is in keeping with the character of the locality, the proposed use would not cause loss of amenity by virtue of noise, smell, dust or other pollution, the development would not have a significantly adverse effect on any area defined in policy BE12 or other open areas, the historic built environment or buildings and structures of local importance or important landscape or nature conservation features including trees, the development would not cause undue loss of residential privacy, outlook and amenities as enjoyed by occupants of existing dwellings in the vicinity, requisite infrastructure, including such facilities as public services, is available or can be provided, satisfactory access and parking provision can be made available, the design, layout and lighting of the development minimises the risk of crime.

Policy BE1 - allows for development within the town envelope provided that the form, character and appearance of the settlement are not adversely affected, the form, size, scale, mass, materials and architectural detailing of the development is in keeping with the character of the locality; the development would not cause undue loss of residential privacy, outlook and amenities as enjoyed by occupants of existing dwellings in the vicinity; and satisfactory access and parking provision can be made available.

Policy H10 planning permission will not be granted for residential development unless adequate amenity space is provided within the site in accordance with standards contained in Appendix 5 (requires developments of 10 or more dwellings to incorporate public amenity space for passive recreation with 5% of the gross development site area set aside for this purpose).

Policy H11 planning permission will not be granted for residential development of 15 or more dwellings unless it makes provision for playing space in accordance with the Councils standards at Appendix 6 of this Local Plan (on developments of 50 or more dwellings, every dwelling must be within a 5 minutes walk (240m straight line distance) of a LEAP (Local Equipped Area for Play).

Policy H6 - states that planning permission for residential development within village envelopes shown on the proposals map will be confined to small groups of dwellings, single plots or the change of use of existing buildings.

Policy C15: states that planning permission will not be granted for development which would have an adverse effect on the habitat of wildlife species protected by law unless no other site is suitable for the development Policy C16.

The NPPF seeks to ensure that there is a presumption in favour of ‘Sustainable Development’ introducing three dimensions in achieving sustainable development through the planning system: an economic role, a social role and an environmental role.

It introduces a ‘presumption in favour of sustainable development’ meaning:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - Specific policies in the Framework indicate development should be restricted.

The NPPF offers direction on the relative weight of the content in comparison to existing Local Plan policy and advises that whilst the NPPF does not automatically render older policies obsolete, where they are in conflict, the NPPF should prevail.

The NPPF introduces three dimensions to the term Sustainable Development; Economic, Social and Environmental: It also establishes 12 core planning principles against which proposals should be judged. Relevant to this application are those to:

- Proactively support sustainable economic development to deliver homes and businesses that local areas need;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land);
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

On Specific issues relevant to this application it advises:

Promoting sustainable transport

- Safe and suitable access to the site can be achieved for all people;
- Development should be located and designed (where practical) to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, and
- Consider the needs of people with disabilities by all modes of transport.

Delivering a Wide choice of High Quality Homes

- There is a requirement to maintain a five year land supply of deliverable sites. Taking into account windfall sites provides compelling evidence that such sites have consistently become available. Where there has been a persistent under supply a further 5% is required;
- Local Authorities are to set out their own approaches to densities to reflect local circumstances;
- Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites;
- To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby;
- Deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities;
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;
- Avoid new isolated homes in the countryside unless there are special circumstances.

Require Good Design

- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people;
- Planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Conserving and enhancing the Natural environment

- Encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Aim to conserve and enhance biodiversity by taking opportunities to incorporate biodiversity in and around developments.

Conservation and enhancing the Historic Environment

- Recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance;
- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed, development that conflicts should be refused unless other material considerations indicate otherwise.

Neighbourhood Plan: There is no neighbourhood plan in place in this location.

Emerging Local Plan: The new Local Plan is at the examination stage and is currently out to consultation on the modifications. Some weight can be given to these emerging policies. Policy SS1 states a presumption in favour of sustainable development. Policy SS2 Development Strategy sets out the sustainable approach to locating development and identifies. Policy SS3 Sustainable Communities (unallocated sites) sets out the framework for development outside of allocated sites. Policy C2 Housing Mix seeks to manage the delivery of a mix of housing having regard to market conditions, housing needs and economic viability. Policy EN11 Minimising the Risk of Flooding seeks to ensure new development does not increase flood risk. Policy EN13 Heritage Assets outlines the need for a judgement on the harm or loss of the significance of heritage assets. Policy D1 Raising the Standard of Design seeks all developments are of a high quality.

Consultations:

Consultation reply	Assessment of Head of Strategic Planning and Regulatory Services
<p>Environment Agency The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Flood Risk Assessment and Flood Risk Assessment Addendum submitted with this application are implemented and secured by way of a planning condition on any planning permission. Other conditions on ground flood levels are also suggested</p>	<p>Due to the significant amount of work planned to alleviate against flood risk outlined in the Flood Risk Assessment these comments are noted and the conditions are considered acceptable.</p>

Leicestershire County Council Highways

Background

The Local Highway Authority (LHA) previously responded to this application on 19th January 2018 advising that the Applicant should assess the impact of the proposed development through the use of the Leicester and Leicestershire Integrated Transport Model (LLITM).

The LHA submitted a further response dated 23rd March 2018 in connection with a Stage 1 Road Safety Audit associated with the site access that was submitted following the original response of 19th January 2018.

The Applicant has now commissioned the LLITM run and the report has subsequently been submitted.

Melton Mowbray Cumulative Development Impact Study

The Local Highway Authority and the Local Planning Authority completed the Melton Mowbray Cumulative Development Impact Study in October 2014 which used LLITM to understand the cumulative impact of various development options to inform the Melton Local Plan to 2031. The work considered both the baseline (no development) and cumulative impact of all potential developments totalling 2,550 dwellings but not including the site related to this application.

The 2011 baseline assessment identified that junctions along the A607 from Leicester Road to Thorpe End are congested for all or part of the peak periods. Amongst others, the Scalford Road and Norman Way (eastbound) approaches to the A607 Norman Way/Scalford Road junction were shown to be operating at over capacity (volume/capacity > 100%) in the AM peak. In addition, the A606 Nottingham Road approach to Norman Way was shown to be operating at over 85% volume/capacity and the A606 Wilton Road approach was shown to be operating at over 70% volume/capacity. In the PM peak, these were shown to be nearing capacity.

The report also highlighted that adding development traffic in 2031 results in a decline in the volume/capacity on A607 Leicester Road between Leicester Street and Dalby Road as a consequence of traffic re-routing in the Kirby Lane area.

The Study concluded that “the analysis suggests that any development (whether those proposed or adopted as part of a growth strategy) would have a notable impact in further deteriorating traffic conditions in the town (whether measured

The LPA recognise that the potential impact the development may have on the existing highway network. However it also shares the view of the CHA that contributions towards the strategic highway improvements are very important to reduce traffic flow in the town centre.

In this instance this impacts the development may cause are not considered to outweigh the benefits of the additional substantial benefits the section 106 contributions made towards strategic highway improvements.

The applicants have agreed to a contribution of £813,382 (£8,653 x 94), which is considered to be appropriate for the circumstances and consistent with the approach adopted elsewhere.

by congestion, delay or travel times)". The Study recommends that, irrespective of size, specific proposals will require "a detailed transport assessment undertaken to ensure that suitable mitigation is proposed".

Melton Mowbray Transport Strategy

The study work undertaken for this shows that the current highway network in Melton Mowbray has reached capacity and that significant new highway capacity in the form of an outer distributor road will be needed to accommodate the additional development required in Melton Mowbray and it is clear that a co-ordinated approach to transport mitigation will be required.

At its meeting on 11th September 2015 the County Councils Cabinet resolved to accept a proportionate and reasonable deterioration in traffic conditions in Melton Mowbray as a result of developments being permitted prior to full completion of an outer relief road (ORR) now referred to as the Melton Mowbray Distributor Road on the condition that such development are contributing to the delivery of the road and the wider strategy..

Melton Mowbray Distributor Road

The overall Melton Mowbray Distributor Road (MMDR) comprises:

- A 'Northern Distributor Road' (NDR) linking the A606 Nottingham Road to Melton Spinney Road.
- An 'Eastern Distributor Road' (EDR) linking Melton Spinney Road to the A606 Burton Road.
- A 'Southern Distributor Road' (SDR) linking the A606 Burton Road to the A607 Leicester Road.

Impact on Highway Network

The LHA is satisfied that the site specific aspects of this development in relation to access, safety and sustainable location in transport terms. The

The applicant has now analysed the impact of the proposed development on the highway network using the LLITM and the LHA comments are below

LLITM

The distribution levels of 62% going eastbound towards the town centre as outlined in the LLITM report is supported by the initial TA evidence which identified 59.6% using this route. This equates to 63 and 52 (2-way) movements in the respective AM and PM peaks.

Notwithstanding the conclusion drawn within the

TA Addendum that **"the local highway network will continue to operate with spare capacity" the LHA believe the development will have a detrimental effect on the key junctions in the town centre.**

Whilst the MMDR may not appear to directly serve the development, the evidence shows the proposed development will receive some benefit by improving the performance of the town centre network thus reducing journey times and congestion for those travelling both to and through the town centre.

The LHA would therefore seek to enter into a Section 106 agreement for a contribution based on a proportionate impact of this development on the highway network which is in line with the approach taken on other applications.

Based on this approach the LHA advises a contribution of £813,382 (£8,653 x 94) towards the delivery of strategic transport improvements including the MMDR from these proposals.

Travel Plan and Transport Sustainability

No further submission has been received regarding the advised amendments in connection with the Travel Plan and Sustainable Travel; an amended Travel Plan is therefore conditioned accordingly.

Public Rights of Way:

The LHA is aware that PROW colleagues have provided a response to the LPA dated 10th January 2018. **The LHA would advise that a scheme is conditioned including appropriate surfacing and the removal of two kissing gates on Footpath E13 from the site to Wilton Road/Leicester Road.**

Internal Layout

As this is an Outline application with all matters other than access to be determined, no design checks on the internal layout have been carried out as part of this application.

Summary and Conclusions

The Local Highway Authority considers that the residual cumulative impact of this development is severe in accordance with paragraph 32 of the National Planning Policy Framework (NPPF), and that highway mitigation measures are required to make this proposed development acceptable in planning terms. However, due to the particular limitations of the existing highway infrastructure in the vicinity of the proposed development it is considered that further

<p>mitigation will be required as part of the wider Melton Mowbray Transport Strategy. The LHA considers that the proposals meet these requirements and on that basis does not advise refusal of this Application.</p> <p><i>Conditions proposed</i></p>	
<p>Leicestershire County Council Ecology</p> <p>The team accept the findings of the RammSanderson survey and the loss of part of the Local Wildlife Site (LWS) to development. A request however is made that the remaining LWS area is subject to enhancement. Given the location of the development adjacent to the River, the creation and enhancement of the wetland habitat was discussed as providing the most appropriate opportunity. This could take place in some of the remaining parts of the western field.</p> <p>No detailed proposals for this enhancement, nor written commitment from the applicant/agent to provide this enhancement has been provided. Desire comprehensive evidence that there would not be significant loss of habitat on site. To support the outline application an enhancement strategy, showing the location of the proposed wetland areas and a short description of how they will be created and maintained will be needed. It should be noted that this will be outside of the red-line boundary and therefore recommend that the LPA is confident that this enhancement can be secured, either by an amendment to the boundary or via a planning obligation.</p> <p>Welcome the removal of the 2 plots within the dismantled railway (as shown on the Proposed Site Plan 41082/001G). This will allow the landscape to be designed to maintain the connectivity of this linear feature.</p> <p><i>Overall Summary following additional work</i> Satisfied with the proposals for the off-site enhancement discussed in the letter from RammSanderson (March 2018) and consider that these will provide satisfactory compensation for the loss of part of the Local Wildlife Site.</p> <p>Discussions with the LCC archaeological team have been had this has indicated that further investigation will be required.</p> <p>Subject to the other constraints being resolved we are happy for the application to proceed on the basis of the enhancement plan submitted, although further detail will need to be submitted prior to the final design being approved.</p>	<p>This is noted and the plans for ecology are quite comprehensive owing to the large site area of this site and that adjacent.</p> <p>It is foreseen that a further application for improvements close to the site will be made to further improve the wildlife aspects of this site and allow for integration with the built form of the development and provide greater 'access to nature'.</p> <p>The full details of this can be found on the last page of the ecology report.</p>
<p>Leicestershire County Council Archaeology <i>Initial Response</i> Recommend further site specific assessment, pre-</p>	<p>Despite having potential important archaeological</p>

<p>determination work is required. On the back of this trial trenching would be worth considering. The area has a significant archaeological interest, medieval Sysonby to the west, Iron Age and Roman to the north, and various phases of prehistoric, Roman and Anglo-Saxon to the south. The site appears to occupy the edge of the Syston gravel terrace, with the potential for settlement, activity including Neo/EBA funerary monuments, not to mention the fluvial landscape of the flood plain itself. The LiDAR data is interesting, particular to the east of the former railway line, faint R&F appear to lie over possible water management or palaeochannel-type features. To the west of the railway embankment, at least one palaeochannel crosses to site – with the obvious palaeo-environmental potential.</p> <p><i>Following Archaeology Report with Trial Trenching</i></p> <p>No objection to the planning application and no further archaeological mitigation work would be required.</p>	<p>important significance, the trial trenching has identified no such issues and therefore the development is considered acceptable in terms of potential impacts to the historical significance beneath ground.</p>
<p>Lead Local Flood Authority</p> <p>When determining planning applications, Melton Borough Council as the local planning authority (LPA) should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site specific flood risk assessment (FRA) confirming it will not put the users of the development at risk. Where an FRA is applicable this should be undertaken in accordance with the requirements of the National Planning Policy Framework (NPPF) and accompanying Planning Practice Guidance (PPG).</p> <p>The site lies mostly in Flood Zone 3 (defended). The LLFA acknowledge that a flood compensation scheme has been proposed, which is assumed the Environment Agency will review in detail and provide further comment on.</p> <p>The below advice is subject to the application’s approval by the Environment Agency and the provision of both the Sequential Test and Exception Test, which should be reviewed and approved by the LPA.</p> <p>Summary</p> <p>Leicestershire County Council as LLFA advises the Local Planning Authority that the proposed development would be considered acceptable to Leicestershire County Council as the LLFA if the following planning conditions are attached to any permission granted.</p>	<p>Noted and subsequent conditions can be applied.</p>
<p>MBC Environmental Health</p> <p><i>Contamination – Summary</i></p> <p>Based on the information in the phase 1 report it is assessed that contaminated land will not be a</p>	<p>Noted and these conditions are deemed to conform to the ‘tests’ of conditions to ensure that</p>

<p>bar to development on this site subject to a phase 2 investigation and commensurate remediation. Various other related conditions requested.</p> <p><i>Contamination – Initial Response</i> The site’s former contaminative land use is largely unknown. However, owing to the presence of an dismantled railway line and land scarring a phase 1 contaminated assessment should be submitted in support of this application with recommendations for further investigation or remediation as appropriate.</p> <p><i>Noise</i> Given the proximity of the development to existing residents and HGV access for deliveries a condition on construction hours would be appropriate.</p> <p>They are: ‘In order to minimise noise disturbance to the occupiers of adjacent residential property, construction work, demolition work and deliveries to the site should only be permitted between stringent hours which will form part of a condition on the development.</p>	<p>contamination is further addressed into the future development onsite.</p> <p>A report was provided in line with these comments.</p> <p>Noted and the condition can be applied. As for the development being close to the household refuse site, a report has been produced which sets out various measures to ensure the residential properties will not be severely impacted by the use of this site.</p>
<p>Section 106 contributions <u>Education</u></p> <p><u>Primary</u> There is an overall surplus in this sector after including all primary schools within a two mile walking distance of the development of 43 pupil places. An education contribution will therefore not be requested for this sector.</p> <p><u>Secondary</u> For 11 to 16 education in Melton Mowbray there is one single catchment area to allow parents greater choice for secondary education. There are two 11-16 secondary schools in Melton Mowbray, these are The Long Field School and John Ferneley College.</p> <p>The schools have a total net capacity of 1900 and a total of 2046 pupils projected on roll should this development proceed; a deficit of 146 pupil places. A total of 15 pupil places are included in the forecast for these schools being funded from S106 agreements for other developments in this area and have to be deducted. This reduces the total deficit for these schools to 131 pupil places (of which 117 are existing and 14 are created by this development).</p> <p>In order to provide the additional high school places anticipated by the proposed development, the County Council requests a contribution for the high school sector of £246,691.15. Based on the</p>	<p>Noted.</p> <p>S106 payments are governed by Regulation 122 of the CIL Regulations and require them to be necessary to allow the development to proceed, related to the development, to be for planning purposes, and reasonable in all other respects.</p> <p>The proposed section 106 contributions are considered to conform to these regulations.</p>

table above, this is calculated the number of deficit places created by the development (13.8) multiplied by the DFE cost multiplier in the table above (£17,876.17) which equals **£246,691.15**. This contribution would be used to accommodate the capacity issues created by the proposed development by improving, remodelling or enhancing existing facilities at The Long Field School and John Ferneley College. The contribution would be spent within 5 years of receipt of final payment.

Libraries

The library facilities contribution is outlined in the Leicestershire Planning Obligation Policy (adopted 3rd December 2014). The County Council consider the proposed development is of a scale and size which would have an impact on the delivery of library facilities within the local area.

The proposed development on Field 4100, Lake Terrace, Melton is within 6km of Melton Library on Wilton Road, Melton, being the nearest local library facility which would serve the development site.

The library facilities contribution would be **£2,720** (rounded up to the nearest £10).

It will impact on local library services in respect of additional pressures on the availability of local library facilities. The contribution is sought for research e.g. books, audio books, etc. for loan and reference use to account for additional use from the proposed development.

Civic Amenities

The County Council has reviewed the proposed development and consider there would be an impact on the delivery of Civic Amenity waste facilities within the local area because of a development of this scale, type and size. **As such a developer contribution is required of £7,770.00 (to the nearest pound).**

The contribution is required in light of the proposed development and was determined by assessing which Civic Amenity Site the residents of the new development are likely to use and the likely demand and pressure a development of this scale and size will have on the existing local Civic Amenity facilities. The increased need would not exist but for the proposed development.

The nearest Civic Amenity Site to the proposed development is located at Melton Mowbray and residents of the proposed development are likely to use this site. The calculation was determined by a contribution calculated on 94 units multiplied by the current rate for the Melton Mowbray Civic

Amenity Site of £82.66 (subject to Indexation and reviewed on at least an annual basis) per dwelling/unit = **£7,770**. (to the nearest pound). This would be used to mitigate the impacts arising from the increased use of the Civic Amenity Site associated with the new development (In 2012/13 (latest figures available) the Civic Amenity Site at Melton Mowbray accepted approximately 5,006 tonnes per annum) for example by the acquisition of additional containers or the management of traffic into and out of the Civic Amenity Site to ensure that traffic on adjoining roads are not adversely affected by vehicles queuing to get into and out of the Civic Amenity Site.

Highways

1. A **Construction Traffic Routing Agreement** to be submitted to and approved in writing by the Local Highway Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.

2. A contribution of **£813,382** towards Strategic Road improvements as considered appropriate by Melton Borough Council and the Highway Authority.

3. **Travel Packs**; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).

4. **6 month bus passes**, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote

5. A Travel Plan monitoring fee of **£6,000.00**. Justification: To enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement

Healthcare (Latham House Surgery)

The development is proposing up to 94 dwellings which, when based on the average occupancy of a dwelling of 2.4 would result in an increased patient population of approx. 226. The calculation below shows the likely impact of the new population in terms of number of additional consultations per year. This is based on the Department of Health calculation in HBN11-01: Facilities for Primary and Community Care Services.

<p>The proposed site is within the practice boundaries of Latham House Medical Practice located on Sage Cross Street, Melton Mowbray. This is one of a number of applications which will affect the practice.</p> <p>An increase of 94 dwellings will mean a 0.6% increase to the practice's size, this will create additional pressure on clinicians and admin teams to cope with the increased footfall/ increased access to clinical and administrative services. The practice is already at full capacity and will have to create additional clinical and administrative areas to cope with the increased demands on services. This will entail refurbishment of an admin area to become clinical, and creation of additional admin space to replace that which was converted to a clinical area.</p> <p>The indicative size and cost of a new development has been calculated based on current typical sizes of new surgery projects factoring a range of list sizes recognising economies of scale in larger practices.</p> <p>The cost per m² has been identified by a qualified Quantity Surveyor experienced in healthcare projects. The cost of providing an extension for 36 patients is:</p> <p>Additional patients to be accommodated 226 x Standard area m²/person = 0.0869 x Cost of extension including fees £/ m² £1,044 = 226 x 0.0869 x £1,044 = £28,263.17</p> <p><u>Affordable Housing</u> The applicant will need to provide details of an appropriate housing mix relevant to the housing needs assessment.</p>	
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Representations:

Owing to the scale of development a site notice was placed on the large gates at the site access, a newspaper article was placed in the Melton Times on 21st December 2017 and letters to those adjacent to the site were sent.

On receipt of the application, 7 representations were received from 6 households. 4 objections, 1 support and 1 neutral. The summary of these objections:

Representation	Assessment of Head of Regulatory Services
<p><i>Flooding</i> Application is in flood plain.</p> <p>A request into the provision of soakaways/sustainable drainage techniques.</p>	<p>A significant flood mitigation strategy has been produced in recognition of the flood risks on site posed by the River Eye. This work has been agreed as acceptable by the Environment Agency as a responsible consultee on the matter.</p> <p>This detail will be provided in a subsequent reserved matter application following the comments made by the Lead Local Flood Authority (LLFA).</p>

<p><i>Highways</i> Lake Terrace is a busy road as patrons of the refuse site access the facility.</p> <p>The roads are already congested because of parents dropping off and picking up children from Longfield Academy School. This increased traffic in this area increases the risk of a road accident involving school children.</p> <p><i>Environmental</i> The smell is unpleasant at times on some days.</p> <p>Noise quality for the proposed dwellings. – Observed that from the nearby residential property of the objector the noise of the tip is very noticeable as containers are emptied.</p> <p><i>Character/Design</i> This development does not add anything to the character of the town</p> <p><i>Conformity with Development Plan</i> Not included in the town’s plans.</p>	<p>Highway considerations have been subject of a full consultation with the Leicestershire County Council Highways team.</p> <p>The traffic issues in Melton are significant at present, especially at peak times the town becomes increasingly congested resulting in long journey times which impacts the quality of life of residents in the town and air pollution.</p> <p>The development proposed will naturally add to this and the traffic assessment conducted by the developers have concluded that the highway network will continue to operate. Furthermore however, there is a detrimental impact perceived by the CHA the development will have on localised junctions.</p> <p>To combat this, a section 106 contribution has been requested to contribute towards £4.5m to strategic transport improvements. Full details of this has been provided above. This mitigation is deemed to make the proposed development acceptable in planning terms.</p> <p>It is noted that this may take some time to materialise but as will the development and its associated impacts on the highway network.</p> <p>The smell of the adjacent site is notably a factor but would not be enough on its own to justify refusing the proposal. Many residential developments are sited within close proximity of such uses and the prospective owners will be aware of this site.</p> <p>A full noise survey has been submitted and provides a robust set of measures to mitigate against the noise caused by the refuse site.</p> <p>The proposed site is relatively removed from the existing built form of the town centre and makes use of land that whilst being accessed by walkers along the paths is relatively closed off. The proposed layout makes good use of the curved nature of the site whilst retaining substantial areas of open space for recreation.</p> <p>The plan put forward is indicative at present and further details will be submitted at reserved matters stage.</p> <p>As discussed below, the proposal is recognised as not being within the Melton Local Plan or new local plan as an ‘allocated site’. These sites are however not a minimum requirements and</p>
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<p><i>Ecology</i> There are mature trees on the railway embankment and around the field. There are bats and owls in the area some of which may be protected.</p> <p><i>Other</i> The area is relatively remote a significant amenity site for families, dog walkers and cyclists.</p> <p>The development will visually intrude on a personal view over the field, railway and the Defence Animal Centre. This view that helped us choose the property in the first place.</p> <p>This development will overlook my property causing a loss of privacy.</p> <p>Query as adjacent land owner if a fence will be erected around a recreational lake to protect the additional residents protection from the water.</p> <p><i>Support</i> The site is a good location for some affordably priced homes. There is a lack of these houses in Melton currently. Great location and ease for town centre. Would like to know what the houses look like and to ensure that the houses proposed are affordably priced</p>	<p>therefore if a development can show itself to be sustainable then approval should be granted as per the advice in the NPPF.</p> <p>The application is supported by a wide ranging, large scale improvement to the whole area in terms of ecological improvements. The LCC ecology team have been involved from the outset and have endorsed the plans. It is desired they will be outlined at reserved matters stage also in the more detail.</p> <p>The site will allow more people to access this site.</p> <p>Residents are not entitled to retain a view unless <i>very</i> special circumstances apply. This would not be one and the benefits of further housing which remains a very important priority outweigh this concern.</p> <p>Whilst layout remains a ‘reserved matter’ the plan on this application demonstrates an acceptable relationship between the properties proposed and the existing houses could be achieved..</p> <p>This was responded that full details of this will form a subsequent reserved matters application.</p> <p>Noted and a condition will be applied to ensure that a good mix of housing is proposed in line with current trends and needs for the area. The house appearances will form a subsequent reserved matters application.</p>
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Other Material Considerations not raised through representations:

Consideration	Assessment of Head of Regulatory Services
<p>Principle of Development</p> <p>The site lies within the Melton Mowbray town centre and when taken from the 1999 Local Plan Inset Map the site lies within the defined envelope and Policy OS1 is applicable.</p> <p>The NPPF advises that local housing policies will be considered out of date where the Council cannot demonstrate a 5-year land supply and where proposals promote sustainable development objectives it should be supported</p>	<p>The Local Planning Authority can demonstrate a 5 year housing land supply and as such the relevant housing policies are applicable; however, the 1999 Melton Local Plan is considered to be out of date and as such, under paragraph 215 of the NPPF can only be given limited weight.</p> <p>The application is required to be considered against the Local Plan and other material considerations. The NPPF is a material consideration of some significance because of its commitment to boost housing growth. This means that the application must be considered under the ‘presumption in favour of sustainable</p>

	<p>development’ as set out in paragraph 14 which requires harm to be balanced against benefits and refusal only where “any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.</p> <p>The proposal therefore complies with the NPPF and saved policies of the Local Plan in terms of principle, being located within a sustainable settlement.</p>
<p>The (emerging) Melton Local Plan The new local plan has now completed examination where modifications suggested by the Inspector are now the subject of consultation.</p> <p>The NPPF advises that: From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:</p> <ul style="list-style-type: none"> ● the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); ● the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and ● the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). <p>Policy SS1 states when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.</p> <p>Policy SS2 sets out the development strategy for the Borough and takes a sustainable approach to the location of new development, Melton Mowbray and the Service Centres will accommodate a significant proportion of new housing on allocated sites and unallocated sites.</p> <p>Policy SS3 relates to sustainable development on unallocated sites and sets out circumstances where residential development may be supported where a robust case is made with particular emphasis on the need to support residential proposals with a proven local need.</p>	<p>The relatively minimal amount of work required to complete the local plan modifications that do not impact upon the main policies of the plan means the plan can be afforded significant weight.</p> <p>Of particular relevance in assessing the principle of development are policies SS1 to SS3.</p> <p>Under this sustainable approach Melton Mowbray is the principle urban area which acts as a local focus for services and facilities in the town and one capable of serving the day to day needs of the residents living in the village and those living in nearby settlements.</p> <p>Under this policy the proposal can be supported as Melton Mowbray is identified as a sustainable settlement where the principle of residential development can be supported.</p> <p>Due to the location of the development and its position within the built up area the site is considered to be sustainable and complies with Policy SS1.</p> <p>The proposal is however a windfall site and has not been allocated for development. Under policies SS2 and SS3 the principle of residential development can be supported on allocated sites or on unallocated sites where there is a proven local need. As such, the proposal does not fully comply with the specifics of these policies as no proven local need has been submitted. However, it is fully compliant with Policy SS1, occupying a sustainable location, and aligns with the overall spatial strategy of the emerging Local Plan.</p> <p>Therefore, on balance, the proposal is considered to comply with the spatial strategy of the emerging Local Plan in providing housing in a sustainable location, in compliance with Policy SS1 and SS2. There are other material considerations in support of the proposal which add weight to supporting the principle of housing at this location.</p> <p>This application has been submitted for outline</p>

<p>Policy C2 Housing Mix seeks to manage the delivery of a mix of housing having regard to market conditions, housing needs and economic viability. A Housing Needs Study was conducted for the Borough by JG Consulting in August 2016 which concluded it is expected that the focus of new market housing provision will be on two and three-bed properties. Continued demand for family housing can be expected from newly forming households. There may also be some demand for medium-sized properties (2 and 3-beds) from older households downsizing and looking to release equity in existing homes, but still retain flexibility for friends and family to come and stay.</p> <p>New residential developments in the area should contribute towards the creation of a mixed community and have regard to local market housing needs.</p> <p>Policy EN11 Minimising the Risk of Flooding seeks to ensure new development does not increase flood risk.</p> <p>Policy D1 Raising the Standard of Design seeks all developments are of a high quality.</p>	<p>permission for 90 dwellings. The indicative layout submitted presents a mix of two, three and four bed properties, the layout, scale and appearance of which are reserved for future consideration. The Housing Needs Study for the Borough has indicated that there is a requirement for two and three bed roomed properties.</p> <p>The provision of 2, 3 and 4 bedroom properties is considered to present a suitable mix of housing types. Whilst the four bedroomed property proposed is not an ideal fit with regards to local housing need the overall the size of the properties would meet the locally identified housing needs of the Borough. A condition could be included on any permission to inform the applicant of the housing mix that should be submitted at reserved matters stage if the development is considered acceptable.</p> <p>In addition, it is considered there are other material considerations which in the planning balance give weight to supporting the proposal. These include substantial ecological improvements, comprehensive section 106 contributions and providing additional housing units which remains a fundamental planning objective.</p> <p>The proposal involves substantial works to ensure the site is not severely impacted by the risk of flooding involving a number of processes as described in the introduction and non-technical report submitted with the application.</p> <p>The proposal has been commented on by both the Environment Agency and the LLFA. They have deemed the proposal acceptable subject to stringent conditions.</p> <p>The proposal therefore is deemed to therefore not cause a significant risk to flood risk.</p> <p>At this stage, no details of design of the properties has been provided. An indicative layout has been shown that is principally acceptable but as part of a future reserved matters application this will be addressed closely then.</p>
<p>Sequential Test</p> <p>NPPF para 100 explains: Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk</p>	<p>The application site is located around 75m south of the River Eye. The application site is shown to be in an area at risk of flooding on the Environment Agency (EA) maps. The Environment Agency have agreed that the Council's Strategic Flood Risk Assessment (SFRA) is more up-to-date than the EA flood zone data and should be used as the basis for the Flood Risk Assessment.</p>

<p>Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:</p> <ul style="list-style-type: none"> ● applying the Sequential Test.....(other criteria also listed) <p>National Planning Policy sets out the objectives of the sequential test. (para 101): “The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding. The flood zones as refined in the Strategic Flood Risk Assessment for the area provide the basis for applying the Test but also that “other sources of flooding also need to be taken into account in applying the sequential approach.”</p> <p>“This general approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. The aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible”.</p> <p>Paragraph 103 of the NPPF requires that when determining planning applications, local authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by site-specific flood risk assessment following the Sequential Test and if required the Exception Test.....”</p>	<p>The majority of the site is in Flood Zone 3. The proposed development is classed as a ‘more vulnerable’ development in accordance with Table 2 Flood Risk Vulnerability Classification of the National Planning Policy Framework (NPPF).</p> <p>Possible alternative sites have been limited to the urban area of Melton Mowbray. Alternatives have been screened from Melton Borough Council’s SHLAA, Focussed Changes Local Plan, Planning Applications and windfall searches.</p> <p>A total of 44 sites were presented within the submitted Sequential Test whereby all were discounted due to either availability or existing constraints.</p> <p>The applicant has summarised that given the sites specific nature of the proposal, there are no sequentially preferable sites in lower flood risk areas.</p> <p>Following a series of amendments and revised documents, the applicant has submitted a robust and comprehensive sequential test which has been reviewed by both the local planning authority and the relevant statutory consultees.</p> <p>It is concluded through the evidence provided that there are no sequentially preferable sites available in lower flood risk areas without constraints that meet the aim of the project.</p> <p>The proposal provides substantial ecological improvements to the site and wider context and contributions towards education, highways and waste amongst others.</p> <p>It is therefore considered the application fulfils the two conditions required to pass the exception test.</p>
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Conclusion

Overall, the proposed development of up to 90 dwellings in a sustainable location s with the spatial strategy to development set out in the emerging Local Plan and which meets the sustainable aims of the NPPF.

The proposal could be accommodated within the site without having a detrimental impact on the character of the area or neighbouring properties subject to detailed design, layout and scale. The proposal would be served by a satisfactory access and the site is capable of providing adequate parking and turning within the site.

The development is not an allocated site for the purposes of the new Melton Local Plan however owing to the ecological improvements it will bring, the substantial contribution highway improvements, education, waste, libraries and surgery and lack of significant impacts in all other respects the proposal is seen to comply with the Local Plan policies referred to above and principles of the NPPF and is recommended for approval.

Recommendation: APPROVE subject to:

(a) the following section 106 contributions:-

- **£813,382 towards Strategic Road improvements**
- **£246,691.15 for The Long Field School and John Ferneley College secondary schools**
- **£28,263.17 for Latham House Medical Practice, Sage Cross Street, Melton Mowbray.**
- **£7,770 Melton Mowbray Civic Amenity Site on Lake Terrace, Melton Mowbray**
- **£2,720.00 for Melton Library on Wilton Road, Melton Mowbray**
- **A Construction Traffic Routing Agreement to be submitted to and approved in writing by the Local Highway Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.**
- **Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area which can be supplied by LCC at £52.85 per pack).**
- **6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car which can be supplied through LCC at (average) £360.00 per pass (cost to be confirmed at implementation)**
- **£6,000.00 for the monitoring of the travel plan**

(b) the following conditions:

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development to which this permission relates shall begin not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. No development shall commence on the site until approval of the details of the "layout, scale, external appearance of the building(s), access and the landscaping of the site" (hereinafter called "the reserved matters") has been obtained from the Local Planning Authority. This detail should be of a high design standard and where possible secure Secured By Design (SBD) high standards. Details of this can be found here:- <http://www.securedbydesign.com/>
3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number 14082/001F have been implemented in full.
4. 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.
5. No part of the development hereby permitted shall be first occupied until an amended Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.
6. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 19 metres and 2.4 metres by 47 metres have been provided at the site access as outlined on drawing number 14082/001F. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.
7. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall

not drain into the Public Highway and thereafter shall be so maintained.

8. The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on Lake Terrace that become redundant as a result of this proposal have been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.
9. No development shall take place until a scheme for the treatment of the Public Right of Way has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for management during construction, surfacing, width, structures, signing and landscaping (as appropriate) together with a timetable for its implementation. Thereafter, the development shall be carried out in accordance with the agreed scheme and timetable.
10. No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority.
11. No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority.
12. No development approved by this planning permission, shall take place until such time as details in relation to the long term maintenance of the sustainable surface water drainage system within the development have been submitted to, and approved in writing by, the Local Planning Authority.
13. No development approved by this planning permission shall take place until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment (FRA) has been updated accordingly to reflect this in the drainage strategy.
14. The development permitted by this planning permission shall be carried out in accordance with the approved documents produced by M-EC Ltd:
 - Flood Risk Assessment (FRA) (Date: August 2017, Ref: 21978/02-17/4309 Rev A)
 - FRA Addendum (Date: November 2017, Ref: 21978/11-17/5157)The following mitigation measures detailed within the FRA and FRA Addendum:
 1. Provision of compensatory flood storage as detailed within the FRA Addendum dated November 2017.
 2. Finished ground levels where land is being raised are set no lower than 71.50m above Ordnance Datum (AOD) for the West patch and 71.6mAOD for the East patch (FRA page 31 section 8.3).The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
15. No development shall take place until a phase 2 site investigation and risk assessment has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site and to identify and control any unacceptable risks to human health or the environment taking into account the sites actual or intended use, whether or not the contamination originates on the site. The investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' or any subsequent guidance which replaces it and must be undertaken by competent persons. The Local Planning Authority may require further investigatory works to be carried out if the assessment is found to be inconclusive. The results of the investigation(s) shall be provided to and approved by the Local Planning Authority.
16. No development approved by this planning permission shall be commenced until a remediation method statement, detailing the remediation requirements to protect human health and the environment, has been submitted to the Local Planning Authority. The remediation method statement shall use the information obtained from the site investigation and include details of all works to be undertaken, proposed remediation objectives and remediation criteria. The remediation method statement must be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site.'
17. Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the

LPA that provides verification that the required works regarding contamination have been carried out in accordance with the approved Method Statements. Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report. The remediation method statement once approved by the Local Planning Authority shall be implemented in full and written evidence to confirm completion of the work provided and approved by the Local Planning Authority.

18. If during the development any contamination is identified that has not been considered previously, then other than to make the area safe or prevent environmental harm, no further work shall be carried out in the contaminated area until additional remediation proposals for this material have been submitted to the Local Planning Authority for written approval - this would normally involve an investigation and an appropriate level of risk assessment. Any approved proposals shall thereafter form part of the Remediation Method Statement.'
19. In the event that it is proposed to import soil onto site in connection with the development the proposed soil shall be sampled at source such that a representative sample is obtained and analysed in a laboratory that is accredited under the MCERTS Chemical testing of Soil Scheme or another approved scheme. The results shall be submitted to the Planning Authority for consideration. Only the soil approved in writing by the Local Planning Authority shall be used on site.
20. In order to minimise noise disturbance to the occupiers of adjacent residential property, construction work, demolition work and deliveries to the site should only be permitted between the following hours. Any deviation from this requirement shall be with the prior approval of the Environmental Health department of Melton Borough Council.

07:00 – 19:00 Monday to Friday

08:00 – 13:00 Saturdays

No works to be undertaken on Sundays or bank holidays

21. The development hereby permitted shall be carried out in accordance with the following plans and reports received by the local authority:-

Reasons for the conditions are as follows:

1. To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by S51 of the Planning and Compulsory Purchase Act 2004.
2. The application is in outline only.
3. To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.
4. 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.
5. To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with Chapter 4 of the National Planning Policy Framework 2012
6. To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.
7. To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with Paragraph 32 of the National Planning Policy Framework 2012.
8. In the interests of highway and pedestrian safety in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

9. In the interests of amenity, safety and security of users of the Public Right of Way in accordance with Paragraph 75 of the National Planning Policy Framework 2012.
10. To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.
11. To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase.
12. To establish a suitable maintenance regime, that may be monitored over time; that will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development.
13. To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy.
14. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.
15. To reduce the risk of flooding to the proposed development and future occupants.
16. To reduce the risk of contamination issues and to accord with Paragraph 120 of the NPPF
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19. To reduce the risk of contamination issues and to accord with Paragraph 120 of the NPPF
20. To ensure the development does not become a source of annoyance and overall detriment to the amenity of those already living close to the development site.
21. For the avoidance of doubt.

Informatives

Environment Agency

The Ecological Survey was undertaken in respect of the development and it suggests that there is no development near to the river and as such a water vole survey wasn't undertaken. However, it is also known that the old railway embankment will provide the material for raising the land on the development site; therefore, it is unclear how near to the river this material will be taken from. If work to the embankment is being carried out, material is removed or any machinery is working within 6 metres of the river's edge, then a water vole survey will need to be undertaken for that stretch of the embankment.

An Environmental Permit for a Flood Risk Activity will be required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of a main river or the landward toe of a flood defence.

LLFA

Condition 10

The scheme shall include the utilisation of holding sustainable drainage (SuDS) techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features. Given the site's location in Flood Zone 3 (defended) the LLFA would expect attenuation calculations to consider the event of a surcharged outfall.

Full details for the drainage proposal should be supplied, including but not limited to, headwall details, pipe protection details (e.g. trash screens), long sections and full model scenarios for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change return periods.

Condition 11

Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk

during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.

Condition 12

Details of the SuDS Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the system, and should also include procedures that must be implemented in the event of pollution incidents within the development site.

Condition 13

The results should conform to BRE Digest 365 Soakaway Design. The LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration results support an alternative approach.
General Information for Local Planning Authority and Applicant

General

Land Drainage Consent

If there are any works proposed as part of an application which are likely to affect flows in a watercourse or ditch, then the applicant may require consent under Section 23 of The Land Drainage Act 1991. This is in addition to any planning permission that may be granted.

Guidance on this process and a sample application form can be found at the following:

<http://www.leicestershire.gov.uk/Flood-risk-management>

Maintenance

It is the responsibility of the Local Planning Authority under the DEFRA/DCLG legislation (April 2015) to ensure that a system to facilitate the future maintenance of SuDS features can be managed and maintained in perpetuity before commencement of the works.

Officer to contact: **Mr Glen Baker-Adams**

Date: **01.06.2018**