

Leicester
City Council

WARDS AFFECTED: All Wards

Development Control Committee
Strategic Planning & Regeneration Scrutiny
Cabinet
Council

19th April 2005
20th April 2005
25th April 2005
19th May 2005

Replacement City of Leicester Local Plan – Proposed Modifications

Report of the Service Director, Environment

1 Purpose of Report

To seek approval of the Council's response to the Local Plan Inquiry Inspector's recommendations and the Proposed Modifications to the Local Plan.

2 Summary

The Inspector's Report on the Local Plan Inquiry was received last November. This report summarises the City Council's response to the Inspector's recommendations and proposes a number of changes to the Plan, which will be published in due course. This will be in the form of a Statement of Decisions and a List of Proposed Modifications to the Local Plan. The regulations require a period of six weeks for public consultation. This report is supported by a revised Local Plan written statement and a Schedule of Inspector's recommendations with the City Council's responses. Copies of which have been placed in the group meeting rooms and are available at: <http://intranet/docEandD.asp?docId=9057>

3 Recommendations

It is recommended that:

- 3.1. The Development Control and SP&R Committees consider and comment on the report;
- 3.2. Cabinet recommends the report to Council for approval and
- 3.2 Council approves the responses to the Inspector's recommendations and the Proposed Modifications to the Local Plan.

4 Financial & Legal Implications

Financial Implications

Costs involved in the remaining stages of the replacement Local Plan including the costs of producing the final document can be met from existing budgets.

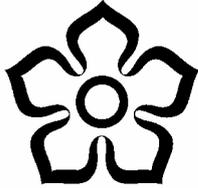
Legal Implications

- 4.2.1 The Replacement City of Leicester Local Plan, once formally adopted, will be part of the statutory Development Plan against which applications for planning permission will be considered.
- 4.2.2 A detailed statutory process has to be followed before the Local Plan formally comes into existence. This report concerns the modification stage. After this stage has been completed the Plan will then proceed to formal adoption. In accordance with local government legislation and the Council's Constitution, formal adoption of the Replacement Local Plan will be undertaken by the Council in its capacity as local planning authority and is a decision that is reserved to the full Council.
- 4.2.3 Following the conclusion of the public inquiry, the Council received the inspector's report. The statutory process requires the Council to consider the inspector's report and decide whether or not to take any action in respect of the Replacement Local Plan in the light of the inspector's report and each recommendation. In other words, the Council is obliged only to consider the inspector's report and does not have to accept all or any of its recommendations. The Council is required to give adequate reasons in relation to the decisions it takes in respect of the inspector's recommendations.
- 4.2.4 Once agreed, the Council's Statement of Decisions, plus the reasons, and the proposed modifications must be advertised in accordance with the statutory provisions. There will be a statutory six-week period for consultation following which the Council will then be required to consider any objections/representations received. Following receipt of objections/representations, the Council will then have to consider, as a matter of discretion, whether or not to hold a further public inquiry or proceed straight to formal adoption.
- 4.2.5 A residual right is given in the statutory procedures for the Secretary of State to intervene either by way of a direction to modify the Local Plan or by way of 'call-in'. It is the view of your officers that it is unlikely this will occur.

Anthony Cross, Assistant Head of Legal Services, x6362

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City Council

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Corporate Directors' Board
Development Control Committee
Strategic Planning & Regeneration Scrutiny
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Council

22nd March 2005
19th April 2005
20th April 2005
25th April 2005
19th May 2005

Replacement City of Leicester Local Plan – Proposed Modifications

Report of the Service Director, Environment

SUPPORTING INFORMATION

1.0 Background – Local Plan Inquiry Inspector's Report

- 1.1 A public inquiry was held into objections to the Replacement City of Leicester Local Plan between 23rd March and 21st May 2004. On 11th November the City Council received the report prepared by the Inspector, Mr J.M.Turner. The Inspector's report was published on 30th December and is available for sale or to view in public libraries and on the Council's website. Following receipt of the Inspector's report, the City Council requested further clarification on a number of issues and a response was received from the Planning Inspectorate in January. This correspondence has also been published.
- 1.2 This report sets out the Council's response to the Inspector's Report and proposes Modifications to the Plan. If Full Council approves the Modifications on 19th May, they will be published for six weeks public consultation at the beginning of June. This timetable allows for the Plan to proceed to adoption by winter 2005/2006. It is essential that the Plan is adopted by 21st July 2006, otherwise the Strategic Environmental Assessment (SEA) Directive 2001 will apply. The SEA Directive applies to Plans started after July 2004 and, with retroactive effect, to those which have not been adopted by 21st July 2006. Under the Directive the Plan could not be adopted unless a strategic environmental assessment (SEA) has been carried out as an integral part of the Plan preparation. In essence, this would entail abandoning the Replacement Local Plan; wasting several years of work and leaving the City without an up to date adopted Local Plan.
- 1.3 The Inspector's report contains 205 recommendations comprising:
- **80** recommendations where no modification is proposed in response to objections;

- **71** recommendations to modify policies, supporting text or the proposals map. A large number of these are to confirm the City Council's published Pre-Inquiry Changes;
- **46** policies recommended for deletion. The Plan's Chapters on Strategic Themes, Urban Design and the Built Environment are most affected;
- **11** policies recommended for deletion but to be revised and replaced elsewhere in the Plan. The majority of these are to form part of a new Strategy Chapter with an emphasis on City centre regeneration.

1.4 In respect of the two proposals in the Local Plan that received the most objections, the Inspector's recommendations:

- rejected the proposed Park and Ride site at Aylestone but no recommendation was made for the future use of the site
- supported the Council's proposals for housing development and open space provision at Blackbird Road playing fields.

1.5 In response to objections on behalf of landowners, the Inspector also recommended the following additional development proposals:

- an extension to the Hamilton Business Park (currently Green Wedge)
- a new housing allocation off Barkbythorpe Road (currently Green Wedge)
- a mixed-use redevelopment (including open space provision) on Powergen land at Raw Dykes Road/Aylestone Lane

2.0 The City Council Response to the Inspector's Recommendations and Proposed Modifications

Strategic Themes

2.1 The Inspector considered that most of the Policies in this Chapter are unsuited, in form and content, as local plan policies. He recommended the deletion of several policies that he regarded as untenable claiming they are aspirational, and not land use measures, or they duplicate other regulatory mechanisms. A key recommendation is for a replacement Plan Strategy Chapter that would be better targeted to promote the strategic interests of the Plan area, especially in relation to the city centre and the regeneration proposals outlined in the LRC Masterplan.

Response

2.2 *The new Plan Strategy Chapter includes redrafted policies, which deal with overall strategy, regeneration, potential development areas and transport strategy. **A copy of the new Chapter is attached at Appendix 1.***

2.3 *Policies on residential amenity and pollution recommended for deletion by the Inspector have been retained. A new policy on sustainable development incorporating a crime and disorder perspective has been included as part of the overall redrafting process. This is consistent with the intent of PPS1 and*

has been recently endorsed in the City of Nottingham's Local Plan Inspector's report.

Urban Design

- 2.4 The Inspector sought to distinguish the significant policies from the more detailed and to provide a code of development guidance, which can eliminate the unacceptable without stifling the flexibility and creativity in design. As a consequence he recommended the deletion of nine urban design policies which he considered to be too prescriptive or detailed development control matters which are more suited to supplementary planning guidance

Response

- 2.5 *In essence the whole chapter has been redrafted to reduce the number of policies; make policies more concise and the supporting text more focussed. Two policies (UD05: Density, UD16: Use of Upper Floors) have been transferred to the Housing Chapter.*
- 2.5 *Whilst the Inspector recommended even further pruning of policies, it is considered that they are too important in achieving a high quality of design in the city, to be deleted altogether. Most importantly, since the Inspector reported, the Government has issued a new Planning Policy Statement 1: Delivering Sustainable Development, which strengthens advice on the importance of promoting high quality inclusive design in planning policies.*
- 2.6 *Two new policies, UD02a: Building Layout, Form and Positioning and UD13a: Landscape Design, summarise eight former polices and the supporting text has been amended accordingly.*
- 2.7 *Policy UD18: Public Art has been deleted in accordance with the Inspector's recommendation but the supporting text to Policy IMP01: Planning Obligations has been amended to incorporate a reference to public art.*

Special Policy Areas

- 2.8 The Inspector recommended a reordering to give greater prominence to Leicester's key regeneration proposals, and to simplify, what he regards as a complicated layer of policies. He also recommended that the policies on the LRC intervention areas and potential development areas be revised and incorporated within the suggested new Strategy Chapter referred to above. He recommended the deletion of policies for Ashton Green and the Braunstone New Deal Area because in his opinion they fail to set out the essential policy elements and refer to existing or future SPG for more detailed guidance. Ashton Green is already a development allocation in the Housing Chapter.

Response

- 2.9 *The Inspector's recommendations for this chapter have been accepted. Policies for Potential Development Areas and the Regeneration Areas are included in a new Chapter 2: Plan Strategy.*

Access and Movement

- 2.10 Much of the Inspector's consideration concerned the relationship of the Plan to other policy and regulatory procedures, and to linked formal documents including the Local Transport Plan. He concluded that the proposed Plan Policy relating to

park & ride is unsound and that the proposed 1,000 car spaces site at Aylestone had not been justified. He also rejected the scheme on the grounds that it would harm unacceptably the amenities of local residents. No alternative use was recommended for the site. In addition a number of related transport policies, such as bus priority measures and transport schemes are recommended for deletion because, in his view, there is no realistic prospect of all of the schemes being implemented within the local plan period.

Response

- 2.11 *The deletion of the park and ride site at Aylestone is accepted. However part of the park and ride policy, (AM06), has been retained as a criteria based policy for the consideration of any future proposals for strategic park and ride sites. This is because the principle of park and ride to serve the city is already adopted policy in the Leicestershire, Leicester and Rutland Structure Plan and in the Local Transport Plan. The Aylestone site is now proposed to be treated as a future Policy Area .*
- 2.12 *The Green Ringway policy from the adopted Local Plan has been incorporated in this Plan in accordance with the Inspector's recommendation. Similarly the vehicle parking standards, currently in Supplementary Planning Guidance, now form Appendix 01 of the Plan.*
- 2.13 *Development and Measures to Reduce the Need to Travel, (AM10) has been revised to address the Inspector's concerns, rather than being deleted as recommended by the Inspector.*
- 2.14 *He also recommended deletion of both Policy AM23 and Appendix 03, which set out the Transport Schemes and Road Improvements to be safeguarded by the Plan. It is proposed to retain the policy and appendix, but in a revised form to take account of the transport schemes coming forward in the second Local Transport Plan that have a realistic chance of being implemented within the Local Plan period. As part of the LTP process, investigations are underway on the options to relieve the Soar Valley Way / Lutterworth Road junction. The options may include a link road but because of uncertainty it is not included in the proposed Modifications to the Local Plan. Following adoption of the second Local Transport Plan, this transport scheme could be reconsidered in the context of the Policy Area referred to in 2.11 as part of the preparation of the Local Development Framework; the documents that ultimately will supersede the Local Plan.*

Housing

- 2.15 The Inspector generally approved the framework proposed for meeting the City's strategic housing requirements. The Plan's housing supply assumptions, including the urban capacity assessment are supported. The Inspector acknowledged the enhanced contribution from regeneration sites but he also concludes that there will need to be some reliance on greenfield sites to meet the Structure Plans' challenging housing requirement. He has recommended the allocation of an additional housing site off Barkbythorpe Road. The Inspector has supported the Plan's phasing policy H01a which provides the necessary mechanism of the plan, monitor and manage approach, with its emphasis on priority for brownfield sites.
- 2.16 He recommended a new density policy to replace former policy UD05 in the Urban Design Chapter. He also considered that policy H02: Windfall Sites was superfluous and has recommended its deletion.

2.17 He accepted the Plan's policy H06 on affordable housing including the proposed changes agreed between the City Council and the LRC. However, he recommended the deletion of the policy H07 on access/wheelchair housing because this is a matter for other statutory regulations (Building Regulations).

Response

2.18 *The City Council welcomes the Inspector's endorsement of the Plan's housing supply assumptions including the future contribution from regeneration sites. There is no overriding need for an additional housing allocation off Barkbythorpe Road at this stage in view of the substantial number of brownfield sites coming forward elsewhere in the City. However, an early review of Green Wedge boundaries is proposed as part of the new Local Development Framework's Core Strategy.*

2.19 *A new Density Policy has been added and policy H02 has been deleted in accordance with the Inspector's recommendations.*

2.20 *The Inspector's recommendation confirming changes to affordable housing policy H06: Affordable Housing, is supported but his recommendation regarding the deletion of policy H07: Access Housing, is only accepted in part. While the Council proposes to delete H07 it also considers that a reference to the provision of 'Lifetime Homes' standards within policy H04: Housing Mix and Type would be appropriate. The Joseph Rowntree Trust Lifetime Homes standards are used nationally and Nottingham and Derby Local Plans include policies on Lifetime Homes, which have been endorsed by their Local Plan Inquiry Inspectors.*

2.21 *While the Inspector acknowledges that the former housing allocation off Soar Valley Way/Lutterworth Road, at Aylestone is relevant he did not make any specific recommendation for the future use of the land. The options for the development of this land depend on further investigation into highway access arrangements following the abandonment of the Park and Ride scheme (see paragraph 2.14 above). At this stage, the Council proposes to designate the*

2.22 *site as the Aylestone Policy Area in the Local Plan (Policy H01b). It will consider the future of this land as part of the new Local Development Framework for the City.*

2.23 *In accepting the Inspector's recommendation in relation to Policy H15 (Hostels) it is further proposed to delete criterion a) dealing with the location of such uses within Restricted Zones which can be seen as superfluous.*

Employment

2.24 The Plan's approach to ensuring an adequate supply of employment land has been supported. The Inspector acknowledged the existence of much outworn industrial stock, some of it by modern standards in the wrong place, and that this is properly targeted for regeneration. In his view the balance has to be drawn between protecting industrial use, and permitting redevelopment, usually for housing purposes. He has therefore recommended measures to relax the restraints somewhat on residential redevelopment in these circumstances, particularly in the Strategic Regeneration Area. This includes amendments to policies E03 (Primarily Employment Areas) and E06 (Primarily Office Areas) which would give priority for residential use if there is no longer a greater need to be retained for employment purposes.

2.25 The Inspector recommended the deletion of a significant part of the Policy relating to the Abbey Lane Business Park, (E16). Rather than enabling B1 and

B2 uses that meet two of a series of criteria relating to the high tech sector/research and development/university links, he recommended that only uses within class B1(b) Research and development be granted planning permission.

- 2.26 He recommended the deletion of the Waste facility proposal for Sunningdale Road, with the site allocated for employment use.

Response

- 2.27 *The recommendations for Policies E03; Primarily Employment Areas, and E06: Primarily Office Areas, are accepted. This in the light of the latest government guidance, (revision to Planning Policy Guidance Note 3: Housing), which supports the use of employment land for housing where there is not a greater need for it to be retained for employment purposes. The supporting text is also amended to acknowledge that the Council will have to demonstrate, through an up-to-date review of employment land, that there is a realistic prospect of the allocation being taken up for employment in the plan period or that development for housing would undermine economic development and regeneration.*
- 2.28 *The Inspector's recommendation for modification of Policy E16:Abbey Lane Research Business Park, is accepted. Permissible uses for the site are developments within Use Class B1(b) 'research and development', but the policy still allows for other uses that are complementary or ancillary to the National Space Centre.*
- 2.29 *The allocation for a waste facility at Sunningdale Road is retained, contrary to the Inspector's recommendation. Preliminary work on a joint Leicestershire, Leicester City Waste Development Framework indicates that a shortfall between waste treatment capacity and projected waste arisings will occur before 2016. Also the City Council is currently examining the possibility of establishing a centre for the recycling of construction waste and believes that suitable sites in Leicester are likely to be very rare. As such this site in conjunction with the Key Employment Area to the east should be safeguarded as a potential future waste treatment or transfer site. The underlying employment allocation is deleted as the site is currently a sports ground and the Council believes that the site should remain in open space usage unless it is developed for waste treatment facilities.*

Retailing

- 2.30 This was a relatively uncontroversial area, in policy terms and few changes were proposed

Built Environment

- 2.31 The Inspector considered that while many of the issues raised in this Chapter are important, it was not necessary for each aspect to be the subject of a local plan policy. A number of policies deal with issues that are covered by other regulatory provisions (listed buildings, conservation areas, Article 4 Directions) and are therefore recommended for deletion.

Response

- 2.32 *Policies BE05: Demolition of Listed Buildings and BE06: New Development and Changes of Use in Conservation Areas, have been amended to reflect government guidance on local plan policies in respect of development which*

may presuppose the demolition or alteration of a listed building. The changes address the Inspector's concerns.

- 2.33 *The Council does not accept the Inspector's recommendation to delete Policy BE09: Article 4 Directions. It replaces a similar policy in the adopted Local Plan (EN16), which is one of the most used of the conservation policies and has been given considerable weight by planning inspectors when dealing with enforcement appeals*
- 2.34 *Policy BE11: Replacement Shopfronts as been deleted in accordance with the Inspector's recommendation. However Policy BE10: Shopfront Design has been amended to control the design of replacement shopfronts as well as those in new developments.*
- 2.35 *Policies BE18: Renewable Energy and BE18a: Combined Heat and Power and Community Heating, have been accepted by the Inspector. They represent a significant step forward in securing increasingly energy efficient developments within the City. An amendment to BE18 is proposed, to reduce the size threshold for development to which the policy will apply. At present it applies to 'major development', i.e. residential development of at least 100 dwellings. Smaller schemes will need to be included if regional targets have a realistic chance of being met. 25 dwellings is a reasonable size and is the same as the threshold for the affordable housing policy.*

Green Environment

- 2.36 *The Inspector proposed some amendments to the policies for green wedges, to achieve greater harmony with the Structure Plan, in respect of the status of transport infrastructure, including park & ride sites. He supported the Council's approach to splitting the Blackbird Road playing fields between protected area and redevelopment, and similarly the St Mary's allotments, with a refinement to ensure the most ecologically advantageous arrangement of the site on partial development there.*
- 2.37 *The Inspector recommended additional employment and residential allocations in green wedge areas at Hamilton. He recommended the deletion of policy GE12: Amenity Open Space, which he regarded as too prescriptive and at odds with achieving good design and high-density development. He has also recommended that part of the playing fields of Wyggeston and Queen Elizabeth 1 College be designated for community, education and leisure uses instead of Greenspace.*

Response

- 2.38 *The Inspector recommended inclusion in Policy GE06: Protection of Green Wedges, a reference to recognise the fact that Park and Ride facilities could be sited in a Green Wedge if other considerations were satisfied, in accordance with the Structure Plan. The Policy has been amended accordingly.*
- 2.39 *The Inspector supported of Council's approach to designating the Blackbird Road playing fields for housing and open space. However he recommended that the criterion requiring developers to address the demand for community uses in the area be removed from the policy. This aspect is not accepted but the supporting text is amended to clarify that developers will not be expected to compensate for existing deficiencies.*
- 2.40 *The Inspector recommends that three sites at Hamilton be removed from Green Wedge allocation and reallocated for housing and employment uses. The Council does not accept this recommendation at this stage. However, it*

undertakes to reconsider this as part of an early review of Green Wedge boundaries within the new Local Development Framework's Core Strategy.

- 2.41 *The Inspector recommends that policy GE12: Provision of Amenity Open Space, be deleted. The Council accepts this recommendation in part but considers it essential to retain the principle of amenity space as part of residential development. The new Density policy in the housing chapter (see para. 2.19) takes a comprehensive approach by requiring a high quality of design, which incorporates environmental considerations including the need for open space and landscaping.*
- 2.42 *The Inspector recommended a new policy for the Powergen sports ground on Aylestone Road. Limited development of the site would facilitate improvements to and public use of this open space. This will assist in contributing to the successful regeneration of this area by providing much needed public open space and sporting facilities for the area as a whole and in particular the residential area to the north. The new policy area indicates appropriate uses, constraints and site features to be incorporated into any comprehensive development scheme for the site. Arrangements to accommodate the needs of any sports club currently using the site will be a key requirement of any proposals.*
- 2.43 *The recommendation to re-designate land adjoining Wyggeston and Queen Elizabeth 1st College, which lies within the University of Leicester Area of Influence, from green space to community, leisure and education uses has not been accepted as this is an important green space and playing field. The Inspector acknowledges that it has a pleasant open character but is swayed by the University's need for expansion. However the land is not in the University's control and a designation for community, leisure and education uses cannot be tied to the University, even though it is shown within its Area of Influence. The Inspector suggests that the policy protecting playing fields (GE16) can be used to deal with the issue of development of the College playing fields. However one of the reasons for designating the site as Greenspace is that this is a cricket pitch of high quality and well used. Policy GE16 allows for playing fields to be replaced by alternative provision of equivalent or greater community benefit in terms of quantity or quality and at least as accessible but it is unlikely that a suitable alternative site could be identified. Retention of the Greenspace designation does not preclude consideration of any proposal by the University for a scheme that is sympathetic to its setting and does not impinge on the playing pitch.*

Community and Leisure

- 2.44 *The Inspector considers that some policies are inappropriate for inclusion in the Plan and he has therefore recommended their deletion. He has acknowledged the important contribution to the City of the Universities and has recommended changes to the Plan proposed by the Council at the Inquiry to meet their objections. This includes amendments to the wording of their Area of Influence policies (CL10a & 10b).*

Response

- 2.45 *The Inspector recommended the deletion of policy CL01: Safeguarding Community Uses. His recommendation has been partly accepted and the list of sites to be safeguarded has been deleted. However the policy statement on*

- 2.46 *safeguarding existing community facilities has not been deleted as this is an important provision in retaining facilities where they are needed.*
- 2.47 *The Inspector recommends the deletion of policy CL11: Development of Community Uses. This has been accepted in part, but the main thrust of the policy retained. The policy sets out the criteria for assessing the potential impact of the range of community and leisure facilities, and it is important that this provision is retained.*

Appendices

- 2.48 The Vehicle Parking Standards have been included as Appendix 1.
- 2.49 Appendix 2: Thresholds – Transport Assessments and Travel Plans, is not deleted but modified to address the Inspector’s objections
- 2.50 Appendix 3: Transport Schemes and Highway Improvement Lines, is revised in accordance with the Inspector’s recommendation. It list transport schemes that have a realistic prospect of proceeding within the plan period.

Proposals Map

- 2.51 The Proposed Modifications will include a number of changes to the Proposals Map in response to the Inspector’s recommendations.

3.0 Next Step

- 3.1 The Council must publish its formal response to the Inspector’s report. This must include a Statement of Decisions on each of the recommendations and a list of Proposed Modifications to the Local Plan. These documents will be subject to a statutory six weeks period of public consultation. The Council must then consider any representations received and decide whether or not to make any further changes to the Plan before proceeding towards adoption.

3 Other Implications

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	yes	Paras. 2.17, 2.20
Policy	yes	Whole report
Sustainable and Environmental	yes	Whole report
Crime and Disorder	yes	Para. 2.11
Human Rights Act	no	
Older People on Low Income	yes	Para 2.2

Risk Assessment

Planning decisions must be taken in line with policies set out in the development plan unless material considerations dictate otherwise. Without an up to date Local Plan decisions are increasing vulnerable to challenge resulting in the potential for

innappropriate development to take place which could fail to deliver or frustrate the delivery of key corporate objectives. (See also para 1.2 above)

- 4 Background Papers – Local Government Act 1972**
Second Deposit Replacement City of Leicester Local Plan July 2003
Pre-Inquiry Changes to the Plan November 2003
Local Plan Inquiry Inspector’s Report November 2004

5 Consultations

Consultee	Date Consulted
Corporate Director of Housing	9 th February 2005
Property	9 th February 2005
Service Directors for Highways & Transport, Community Health & Wellbeing, Regeneration, Cultural Services	9 th February 2005

APPENDIX 1

Revised Chapter 2:

NB new text is underlined

Chapter 2. Plan Strategy

Core Statement of General Policies

2.1. Leicester continues to need more houses, jobs and other facilities. Unlike many other cities it does not have a plentiful supply of new land for buildings within its border. Nor does it have a legacy of major industrial dereliction from which it can draw substantial amounts of brownfield land. At the same time it is a city very conscious of the need to safeguard and improve its environment and where there is industrial dereliction to generate new jobs as well as homes.

2.2. In reconciling these often conflicting demands, the policies of this Plan will be framed against National, Regional and Sub Regional planning policies, embracing a number of strategic themes, which stem directly from the principles of sustainable development. These seek to emphasise the importance of quality solutions to urban problems, promote regeneration of parts of the City and protect and enhance features of the City's environment. The adoption of a sequential approach to the location of development will be an important component of this.

The Community Plan

2.3. The 2000-2002 Community Plan identifies six priority areas:

Environment	The promotion of a high quality environment, (both built and natural), is considered essential if the City is to remain an attractive place for residents, workers, investors and visitors.
Jobs and Regeneration	Here the aim is to consolidate, strengthen and diversify the local economy, primarily to secure and create jobs and attract investment to the city.
Health and Social Care	People in Leicester live in enormously varied circumstances. Improving access to facilities and services for all, but especially those suffering disadvantage, is a key corporate priority.
Diversity	Prejudice and discrimination are anathema in Leicester. Addressing inequalities and celebrating cultural diversity must be essential components to regeneration activities.
Community Safety	Crime and the fear of crime undermine the quality of life of all who come into contact with it. So improving safety and reducing crime must feature prominently in the plans of all members of the Leicester Partnership.
Education	Raising school standards is the top priority for education in the city; securing and promoting learning environments for children and young people is fundamental to this.

2.4. These objectives interrelate and are not mutually exclusive. Planning powers will be used to influence development to bring tangible improvements. They will contribute to a City that is demonstrably better in these areas at the end of the plan period.

2.5. The City Council values a consistent and long-term approach to matters of function and design. But policies must retain sufficient flexibility to deal with emerging priorities and unforeseen circumstances.

A Rationale for the Plan Strategy

2.5a. The substantial and growing body of evidence on physical regeneration shows that the benefits are greatest where resources are concentrated and, as a consequence, change is significant and visible.

2.5b. Any land in Leicester is a resource to be used to advantage for the City as a whole. It follows that proposals for change in any one part of the City need to relate to notions about how the whole of the City is to develop and change (and, therefore, what land elsewhere is already contributing to the whole).

2.5c Derelict and under-used land clearly needs new purposes; these new purposes, however, need to be sustainable and complementary – meaning:

- uses should be viable to the market both in the short and long term, but should not produce disproportionate environmental or social costs;
- uses should create synergies with established uses, either on neighbouring land or elsewhere, so that there are greater benefits for the overall appeal or competitiveness of the City than there would be otherwise;
- uses should not create nuisance for neighbouring uses, diminishing the value of the new and the neighbouring uses to the City;

2.5d The Plan needs to stipulate the priorities for locating new development, directing it to where it will thrive and where, as a result, it will have the greatest impact; creating in the longer term, the self-sustaining, virtuous cycle of growth and renewal that is the objective of all regeneration. Leicester does not have a legacy of the kind of structural industrial decline commonly found in British cities, but it still has a stock of under-used and vacant land and out-dated and partly occupied premises. The challenge is making the choices necessary to concentrate change and create a sustainable impact.

2.5e. Much of the central core of Leicester (the shopping core and most of the central commercial zone) – is less successful than it needs to, or could, be. Retail and leisure markets tend to be finite (related to the size of the population) and businesses dealing in these markets require locations that offer a certain critical mass if they are to succeed. Thus dispersal of these activities can be counter-productive and the policies of the Plan will seek to focus such developments in appropriate centres.

2.5f. Evidence concerning new economic purposes for our older manufacturing cities shows that city centres, with their capacity for a dense inter-mix of land uses, have a unique capability for producing valuable “economies of agglomeration.”¹ These advantages are sought by the activities that drive growth in the economy (traditionally office-based and consumer services, but also increasingly residential, cultural, health, educational and institutional). They are at the root of the revival of the city centre cores of many of our major regional cities. Given that Leicester too needs greater representation from the growth sectors of the economy, it follows that a prosperous future for Leicester requires a successful and competitive city centre core.

2.5g. Finally, it is critical that the Plan has a spatial rationale that makes sense strategically to the development of the City as a whole. Thus the city centre and the intervention areas within the SRA need to relate well to each other as well as to the wider City. Isolated priority areas are less likely to be regenerated successfully. Success will be achieved through concentration rather than dispersal and sporadic, ad hoc development. These principles underpin the overall strategy of this plan which seeks to facilitate physical change in the City that would be of greatest value in reversing decline and stimulating, for the benefit of Leicester as a whole, a virtuous cycle of renewal and growth. The creation of the Leicester Regeneration Company in 2001 provides the public and private sector partners the opportunity to guide and implement these changes through setting priorities and following an agreed Masterplan or Strategic Framework for the SRA.

¹ These economies are the beneficial externalities that arise from concentrating within an area a large number of different and similar activities that trade and compete with each other. Concentration makes the trade between businesses efficient and competing businesses learn from each other, improving each other's competitiveness. The sheer levels of activity and inter-trading give an area vitality and buzz and this in turn enhances its appeal and attracts more activity. It is also important in residential development, where economies of scale can help to support infrastructure and other necessary facilities

PS01 THE PLAN STRATEGY

The City of Leicester Local Plan **seeks to facilitate** the City's **development**, economically, socially, culturally and environmentally; creating a prosperous, civilised and attractive place for all its people. This will be achieved by managing change with integrity in accordance with the principles of quality and sustainability. **Key elements of the Plan's locational strategy include:**

- a) **the creation of an improved City Centre, though its status as a sequentially preferred location for development. (See also PS04)**
- b) **regeneration especially of areas of land identified within the Strategic Regeneration Area (SRA) (See also PS02 & PS05 –PS08)**
- c) **integration of planning and transport initiatives especially in relation to the SRA, Hamilton and Ashton Green development areas (See also PS03) and**
- d) **conservation and enhancement of the City's buildings, spaces and Strategic Green Network.**

Regeneration

2.6 There are complex and diverse challenges facing Leicester in the future. For the regeneration of the City to happen successfully, initiatives across a broad range of disciplines need to work together, and achieve in concert what they cannot in isolation. Tackling social exclusion, education and training, employment schemes, reductions in crime and disorder, changes in transport and the physical environment and investment in the social infrastructure, are all elements of the regeneration whole.

2.7 This Plan will support the wider work of the City Council and its partners under its “Regeneration Strategy” by providing a framework in which to consider aspects of physical change in a comprehensive manner. The most dramatic spatial (land use and transportation) changes over the Plan period are expected to be within the Leicester Regeneration Area. For the purposes of the Local Plan this area is called the Strategic Regeneration Area and is shown on the Proposals Map. With East Midlands Development Agency and English Partnerships, the City Council is a funding partner for the Leicester Regeneration Company (LRC) and recognises the special role that the LRC has in helping to deliver regeneration schemes. The Council will work closely with the Company to achieve its objectives and help implement the Strategic Framework of the LRC Masterplan (hereafter referred to as the Masterplan). This was supported in principle by the City Council's Cabinet on 23 September 2002. The five main areas of intervention from the Masterplan are;

- The creation of a prime central office core around the railway station;
- The creation of a new science and technology based business park near the Space centre;
- The creation of a strong retail circuit and heart within the Central Shopping Core;
- The creation of a major new residential and working community in St. George's North;
- The creation of a new waterside development reuniting the City with its waterfront.

2.8 These intervention areas are shown on Map 2A. Four of these areas involving the most extensive redevelopment proposals are shown on the Proposals Map. The fifth concerns the Central Shopping Core (CSC) which is also shown on the Proposals Map. The retail circuit within the CSC is shown diagrammatically on Map 2A. Within the SRA, the Masterplan's Strategic Framework contains proposals that aim to link the main five projects to the rest of the City. In particular these include;

- an extension to New Walk,
- a linear park and route linking the railway station to the Space centre,

- proposals to demolish Belgrave and Burleys flyovers (to assist linkages between the City centre and the communities beyond), and
- opportunities to reduce the scale of the inner ring road to make it less of a barrier for pedestrians to cross.

2.9. Also underway within the SRA are regeneration schemes complementary to those that are the priority of the Leicester Regeneration Company and that have their own masterplans/delivery plans. These include;

- an extension to the Shires Shopping Centre to include retail, leisure and residential elements. It is the subject of Supplementary Planning Guidance for the St Peters Lane area and entails an extension to the Central Shopping Core,
- a Masterplan for De Montfort University campus,
- an Old Town Masterplan being drawn up on behalf of the City Council,
- St Georges South Cultural Quarter strategy , including a new performing arts venue, and
- emerging plans for the Haymarket shopping centre.

2.10 Just outside, but with clear links to the SRA, there are also the Leicester University Masterplan and Leicester University Hospitals' Trust's emerging plans for the City's three hospitals.

2.11 Other regeneration initiatives in the City include community based programmes such as "New Deal for Communities" (NDC) in Braunstone, "Single Regeneration Budget" (SRB) areas, and locally based initiatives designed to restore economic, social or environmental health, generally covered by the "Revitalising Neighbourhoods" initiative.

2.12 Regeneration is fundamental to the concept of a sustainable and economically competitive city and the policies of the Plan will contribute to the aims prescribed in the East Midlands Development Agency's (EMDA) own Regeneration Strategy and subsequent Action Plans.

2.13 The previous Plan (1994) introduced the concept of the Potential Development Area (PDA) in which regeneration was encouraged through a more flexible approach to the range of acceptable land uses. Many of these sites have now been successfully redeveloped. This Plan adopts a more selective use of PDAs identifying a small group within the Strategic Regeneration Area (SRA) (See PS10) and another 4 PDAs outside. (See PS11) The intention is to make the LRC and SRA boundaries coterminous. The PDAs identify current regeneration opportunities and priorities within this wider SRA and reflect the LRC's Masterplan. A comprehensive and co-ordinated approach is crucial to the delivery of quality, sustainable regeneration, in line with related policy and development guidance. The Council will work closely with the LRC to produce, as appropriate, detailed development frameworks for each of the major regeneration projects. It is intended that these will be adopted by the City Council as Supplementary Planning Guidance and ensure that;

- appropriate developer contributions are sought and are clear to developers at an early stage of the process;
- the necessary framework is established for any Compulsory Purchase that becomes necessary;
- public realm schemes and ongoing maintenance is ensured
- any necessary relocations are taken into account;
- appropriate consultation is built into the process.

PS02 REGENERATION AND COMPREHENSIVE DEVELOPMENT

Within the Strategic Regeneration Area (SRA) planning permission will only be granted where a comprehensive and coordinated approach to development can be demonstrated. In particular the City Council will seek to ensure that the density, layout and design of buildings, spaces and access arrangements is comprehensively phased and implemented within the development sites identified on the Proposals Map. Planning permission will not be granted for development that would prejudice comprehensive development within the SRA.

This would include the provision of open space and could include the enhancement of the quality of existing sites, improvement of access to existing sites as well as the provision of new sites.

Within the Strategic Regeneration Area, the requirement for at least 30% of affordable housing will be taken as a total across the whole of the Strategic Regeneration Area, rather than per site. Affordable housing will still only be required on developments of 25 or more dwellings, or at least 1 hectare or more in size, as it is recognized as a priority investment area.

The Principle of Comprehensive Development

2.14. Comprehensive development is the best method to ensure that the full potential of each of the five key intervention areas is realised – thus the importance of land assembly. Each area offers the City a unique resource for the development of a competitive city; the aim of the comprehensive approach to development is to realise this unique value.

2.15. In Leicester the preferred method of securing comprehensive development is by producing overall development frameworks for the whole of each area. These will set out the broad mix and layout of uses, locate the principal access infrastructure, dictate the character of the public realm, guide the height and massing of buildings and set the standards of architecture to be achieved. They will also establish an approach and level for developer contributions towards infrastructure, affordable housing and support facilities, including education and health.

2.16 The guidance will be produced for areas making up the SRA in order to look at the long-term opportunities and guide development. The objective is to guide, encourage and secure regeneration. Where necessary compulsory purchase will be pursued by the City Council acting in partnership with others.

Land Assembly

2.17 One of the biggest obstacles to the successful regeneration of certain parts of the City is the multiplicity of land ownership; as a consequence there is a shortage of sites that appeal to developers. One of the key aims of the Plan is to help to remove this obstacle – most particularly in areas which have very strong advantages in terms of location or assets, but which also suffer from large tracts of poorly used, under-used and vacant land in multiple ownership. A site can often be left undeveloped because the risk-taker cannot be certain of what will happen to neighbouring uses. Similarly, development can be impeded because the first developer is deterred from putting in the improvements – for example in utility capacity, access or public realm – that will enhance values for subsequent developers who would will benefit without having to contribute to costs.

2.18 Appropriate development, regeneration and refurbishment will be encouraged throughout the SRA shown on the Proposals Map. This will be facilitated by the preparation of Supplementary Planning Guidance (SPG) for the Potential Development Areas shown on the Proposals Map (most of which fall within the SRA) and for other sites where there are significant regeneration benefits including the five major areas of intervention of the LRC Masterplan as shown on the Proposals Map.

2.19 This SPG will be prepared in consultation with the local community and other agencies. It will set out a vision for the area, reflecting local characteristics and facilitating a range and mix of appropriate land uses. It is the City Council's intention, ultimately, to encourage appropriate development, redevelopment and/or refurbishment within the whole of the SRA by permitting a range and mix of possible uses and by using its powers for land assembly if necessary. That is through the use of its own Compulsory Purchase

procedures (and where appropriate encouraging their use by other agencies) and appropriate commercial arrangements with developers. It is anticipated that at least 60% of new housing and employment land requirements will be accommodated on previously developed land, the majority of which will be located within the SRA. The Council will also seek to ensure that timescales for providing necessary infrastructure are closely related to needs generated by the development and its occupants.

2.20 SPG will be produced for areas making up the SRA in order to look at the long-term opportunities and guide development. The objective is to guide, encourage and secure regeneration. Further policy guidance pertaining to the City Centre and the Riverside is contained in the body of the Plan. The boundaries of the SRA and the SPG Areas may be subject to some alteration when the development initiative begins or the guidelines are prepared.

2.21 The case for regeneration in more local areas is compelling. Economic prospects are enhanced and more jobs become accessible to local people. At its best it can secure the development of previously developed land and buildings, protect and improve the natural and built environments and remove contamination and dereliction. In some cases it can also curb adverse traffic impacts, reduce crime and improve safety. Experience in Leicester shows that these outcomes are more likely to be achieved where there is extensive involvement of the local community and it is important therefore that effective local consultation is the cornerstone of Supplementary Planning Guidance preparation. This Plan introduces some new PDAs. It also proposes extensions to some existing PDAs and sets out acceptable ranges of use within them. In Chapter 4 the priority given to particular uses and other factors affecting development prospects are spelled out in more detail.

Integrating Planning and Transport

2.22 The appropriate location and juxtaposition of specific land uses, can mean that people's needs are met in a more sustainable way; minimising the need to make unnecessary journeys, restricting the length of those journeys which are necessary and enabling alternative means of travel. To assist with this, the City and County Councils are seeking to establish accessibility profiles for public transport within their areas. It is anticipated that when this work is complete it will play an important role in guiding development to appropriate sites. The significant regeneration proposals in the plan that serve to strengthen the City Centre need to be served by appropriate transport links. This includes cycling, walking as well as vehicle access

2.23 The integration of planning and transport policies is essential to achieve the most effective and efficient use of land. The promotion of walking, cycling and improvements to the public transport network are at the core of the first Local Transport Plan and are major themes in this Plan. The emerging second Local Transport Plan is focused around the priorities of tackling congestion, delivering accessibility, safer roads, better air quality and improving the condition of roads, pavements and cycle routes The significant regeneration proposals in the plan that serve to strengthen the City Centre need to be served by appropriate transport links. This includes cycling, walking as well as vehicle access

2.24 Many people need to use their cars, but they must be used sensibly, with restraint and with a proper regard to the environmental consequences. Like other urban centres at certain times Leicester experiences very degraded air quality on many of its main radial routes and within parts of the City Centre. Also it has significant levels of congestion across some of its road network for parts of the day. Improving movement within the City is a major task, which again requires a multi-agency approach if sustainable solutions are to be found. The Plan's clear ambition is to see appropriate development focused on the City Centre and other centres in line with the philosophy of PPG6 and PPG13.

2.25 Transport Assessments and Travel Plans will be required for large scale or travel intensive development proposals These will help to clarify the optimum mix of land uses, design issues, the relationship with the built and natural environment, the suitability of alternative sites, appropriate developer contributions and transport consequences. Appraisals should also outline any necessary remedial measures. More detail is contained in Chapter 5.

2.26 Opportunities will be sought to reduce the impact of the ring road and improve pedestrian access across it. Proposals for the Office Core include measures to downgrade the ring road in front of the railway station and direct pedestrian access to the retail core and the Cultural Quarter. Proposals for Waterside include downgrading of Vaughan Way and an extension of New Walk across it.

PS03 INTEGRATED PLANNING AND TRANSPORT STRATEGY

Planning permission will be granted for development where it is in accordance with the objectives and policies of the Local Transport Plan through:

- a) **concentrating** facilities of City wide and greater importance within the City Centre **and locating** other travel intensive developments where accessibility by walking, cycling and public transport is, or can be, maximised;
- b) **minimizing traffic generation by the development of local transport nodes, improving bus passage between residential and employment areas and restricting parking provision**
- e) **improving** walking, cycling and public transport networks **and giving** preference to non-motorised transport over the private car;
- d) **improving access across and reducing the impact of the Central Ring Road.**
- e) **ensuring the safe and efficient passage of freight**

A Strategy for the City Centre

2.27 The preceding overall strategy set out in policy PS01 and the Rationale allude to the importance of the city centre for the future of the whole city. Improving the usability and appeal of the city centre is crucial. The LRC Masterplan identified three pre-requisites for change:

- i) improving the usability and appeal of the city centre to the consumer;
- ii) improving the usability and appeal of the city centre to knowledge based service businesses;
- iii) encouraging a new residential population in the city centre.

2.28 The retail core represented by the Central Shopping Core is the principal key. The prime area of the retail core is principally confined to The Shires and the Haymarket shopping centres, which are in close proximity, with little opportunity to feed off of them. The radial configuration of the shopping streets compounds the difficulty of concentrating and channeling flows outside these areas. These conditions have limited the opportunities for new retailer representation. Consequently the diminished strength of the retail core has not encouraged a more diverse and appealing leisure market, which in turn depresses the city centre and residential markets.

2.29 Greater representation in the office-based and consumer services growth sectors is essential for the city centre to succeed. The underlying reasons for this under representation are the lack of suitable property in the city centre to retain and attract office-based activity exacerbated by substantial competition from out of town office developments. The large stock of old and outmoded office buildings, degraded environments near the Central Ring Road, and no clear demarcated area for offices has deterred developer speculation in new office building in general, and the creation of a demarcated prime office area enjoying advantages of concentration and scale in particular.

2.30 The creation of a significant city centre residential population is essential to give the centre appeal, ambiance and vitality and to provide a customer base to support a diverse range of leisure, retail and cultural services. A good city centre residential offer will be capable of attracting and retaining high quality skills needed to attract and sustain investment from growth sectors of the economy.

2.31 The structure of the city centre is an important factor in its under performance. In addition to the flawed retail circuit the city centre core is cut off from the rest of the central area by the Central Ring Road. The road severs it from under used assets, such as the canal and river, the Old town, New Walk and Castle Gardens, that could add interest and appeal to the centre. This issue is partially addressed by policy PS04 but opportunities to reduce the severance affect of the central ring road must be taken into account in any large scale area based development or regeneration scheme within or bordering the central core.

2.32 Functionality is broken up so that the advantage of concentration is difficult to achieve. The lack of a unified centre prevents interaction between different parts of the city and the exploitation of synergies between them. A compact and unified city centre is needed.

2.33 The essential elements comprising the strategy to improve the appeal of the city centre are:

- Strengthen the retail core;
- Create a prime office core;
- Create a city centre housing market;
- Ending the centre's isolation;
- Maintaining a compact central core and improving physical and functional linkages within it.

The Central Shopping Core

2.34 The Plan extends the Central Shopping Core in the vicinity of the Shires shopping centre/St Peters Lane and behind Belgrave Gate/Haymarket in the Mansfield Street area. It will enable the delivery of additional retail floorspace, the need for which was identified in the Central Leicestershire Retail Study (2003) and Leicester Regeneration Company retail study (2003) and a new retail circuit.

2.35 The Council supports the LRC Masterplan's proposal to create a strong retail circuit and core that addresses the structural problems described above. The purpose of the new retail circuit is to direct and concentrate pedestrian flows across a wider area, that is southwards of the two shopping centres. It will require a new retail anchor to create the circuit and pull flows to the south eastern part of the Central Shopping Core in the vicinity of Belvoir Street and the southern end of Market Street.

2.36 The circuit as envisaged links the Shires shopping centre to the Haymarket. It runs via a new link between Mansfield street and Belgrave Gate, south through to Humberstone Gate, along Gallowtree Gate and part of GranbyStreet, then along Belvoir Street, Market Street, through St Martins and back to the extended Shires. The western leg of the retail circuit is the extension of New Walk.

PS04 STRONG CITY CENTRE CORE

Planning permission will be granted for development proposals that contribute to the creation and enhancement of a strong city centre core in particular a new retail circuit. In assessing development proposals the following factors will be taken into consideration:

- a) **The provision of comprehensively designed schemes which maximise the development potential of the area in accordance with an agreed development framework and the principles of sustainable development;**
- b) **A north westerly extension of New Walk should be incorporated into any development in the St Peters Lane area;**
- c) **Where appropriate, the provision of transport and highway measures agreed with the local authority that contribute to a reduction of the severance affect of the central ring road;**

- d) The provision of retail development of sufficient strength and quality capable of directing pedestrian flows to the south eastern area of the Central Shopping Core. Complementary transport provision will be required in order to achieve this successfully.

The New Business Quarter

2.37 The City Council supports the LRC Masterplan's proposal to create a prime office core. The New Business Quarter will integrate with the centre's retail, leisure and cultural offer to create a critical mass of employment and supporting activity. It will meet the future employment needs of the city as described in the Employment Chapter of the Plan and help overcome other structural problems in the city centre. The Central Office Core is shown on the Proposals Map.

2.38 The proposals include at least 50,000 m² of prime, new office floorspace, supporting leisure and retail, a hotel/conference centre, a re-orientated station, a new car park, a new bus, rail interchange and a possible re-alignment of the ring road. Area Strategy Guidance: Office Core (New Business Quarter) was approved by the City Council in August 2004.

2.39 Another important policy which will help to facilitate the development of the prime office core is E05 (Major Office Development) which sets out the sequential approach for locating new major office development. All new office development over 1,000 square metres will be required to look for suitable sites within the Central Office Core as the first area of search.

PS05 CENTRAL OFFICE CORE

Planning permission will be granted for comprehensive development that contributes towards the creation of a prime office area within the Central Office Core as shown on the Proposals Map. In assessing development proposals the following factors will be taken into consideration:

- a) The provision of comprehensively designed schemes which maximise the development potential of the area in accordance with an agreed development framework and the principles of sustainable development., which should include:
- b) The provision of at least 50000 m² of office floorspace;
- c) The provision of complementary ground floor retail and leisure floorspace;
- d) The provision of transport and highway measures, (including the possible realignment of St. Georges Way), agreed with the local authority that contribute to a reduction of the severance affect of the central ring road;
- e) The provision of a new integrated transport interchange;
- f) The provision of links to integrate the Central Office Core with the Central Shopping Core, the New Community (policy PS08) and the Cultural Quarter.

St Georges

2.40 The St George's area is widely regarded as incoherent and unattractive, characterised by low-value uses with extensive under-use of buildings and relatively high vacancy levels. In common with the other regeneration areas St George's is currently contributing to the underperformance of the central area of Leicester. The central ring road has a significant influence on the character and function of the area. The road has a blighting effect far wider than the carriageway itself; this has been exacerbated by development that followed the highway's construction that has turned its back on the road because of the noise and visual impact. Similarly the construction of Charles Street and development that followed (notably the Bus Station and Haymarket Centre) has resulted in the severance of the area from the city centre. This has left

the St George's area isolated from both the city centre and surrounding residential areas. Areas where interaction could have significant regenerative benefit.

2.41 The LRC Masterplan set out aspirations for the regeneration of the area based around the creation of a new 'walkable neighbourhood' comprising a mix of housing, workspace, accessible community facilities and complementary retail and leisure. These proposals were refined in a development framework document for the area that was published for public consultation in 2004. This framework informed Supplementary Planning Guidance for St Georges that highlights the following elements as important to the area's redevelopment:

- Fostering new links with surrounding residential areas to overcome the severance effect and blighting of the ring road, and forging improved links with the city centre.
- Creating improved links within the area; Wharf Street and a link between Belgrave Gate and Humberstone Gate in particular are regarded as key routes.
- Introducing a varied mix of housing to the area, including the critical mass of family housing necessary to make community facilities viable and sustainable
- The provision of new community services in a compact, accessible and flexible form appropriate to the city centre context.
- The provision of new business space and the retention of existing employment within the area where this is compatible with housing.
- Provision of high quality public realm and new open spaces of varying size, type and function appropriate to the city centre grain to meet the wide needs of the new community.
- Provision of complementary retail and leisure space; predominantly utilising the of retail legacy of Belgrave Gate and Humberstone Gate.

Overall, redevelopment proposals in St George's must make a significant contribution to the attractiveness, dynamism and appeal of the city centre as a place to live.

PS06 ST GEORGES RESIDENTIAL AND WORKING COMMUNITY

Planning permission will be granted for development proposals that contribute to the creation of a new mixed use residential neighbourhood in the St George's area as shown on the Proposals map. In assessing proposals the following factors will be considered:

- a) The contribution towards formation of new and improvement of existing links between the city centre, surrounding residential areas and within the St George's area itself**
 - b) The provision of new housing providing a mixture of house type, size and affordability and appropriate supporting community facilities**
 - c) The provision of modern business accommodation including live/work accommodation for small businesses**
- a) The contribution to provision of high quality public realm and a varied mix of open spaces throughout the area**
 - b) Links and complementarity with the Cultural Quarter, St Georges South**

Waterside

2.42 Leicester's river and canal are two of its strongest assets, but are lost to the city centre due to the severance of the ring road and a wide swathe of residual commercial and industrial development

characterised by under-used land and buildings set in a degraded environment. The area is a legacy of the contraction of Leicester's traditional economic base and a contributing factor to the underperformance of the central area of the City. Historic reasons for the lack of investment and renewal in Waterside are many, however a key theme is fragmented landownership and the associated difficulties this brings. This points to a need for comprehensive redevelopment.

2.43 However, Waterside offers a major regeneration opportunity for new residential, office and leisure development all set within an environment of exceptional quality. Comprehensive redevelopment could provide the City centre with a clear, distinctive and attractive western edge, provide new water space and reconnect the city centre to the water through the careful control of routes and views, whilst revealing and framing the City's special built heritage.

2.44 The strategy for the regeneration of the area is set out in a Development Framework commissioned by the Leicester Regeneration Company in partnership with the City Council and is based on the following principles:

- A balanced and integrated mix of new residential neighbourhoods closely linked to existing communities.
- High quality business accommodation space, well integrated with the residential property. Office space should be smaller 'own front door' units to complement the proposal for a New Business Quarter on the eastern side of the City Centre.
- New water space and moorings to bring the river, canal and associated activities closer to the city centre
- Ancillary leisure and retail space, focused around the new water space with limited provision elsewhere in the area.
- Community facilities including new school infrastructure
- Improved access to allow better links from the city centre to the waterside; better access from surrounding housing areas back into the city centre and unnecessary through traffic to be diverted away from the area to facilitate creation of a quiet and clean residential quarter.
- Provision of public car parking to serve both the Waterside and Central Shopping Core

2.45 Piecemeal development will not deliver the regeneration of Waterside. Comprehensive redevelopment is required to ensure the proper planning of the area and to ensure that a mechanism can be put in place to assist individual developments to contribute to the overall costs of public realm and facilities required as a result of the development.

PS07 WATERSIDE

Planning permission will be granted for development proposals that contribute to the creation of a new vibrant mixed-use Waterside area in the vicinity of Frog Island as shown on the Proposals map. In assessing development proposals the following factors will be taken into consideration:

- a) Provision of comprehensively designed schemes which maximise the development potential of the area in accordance with an agreed development framework and the principles of sustainable development.
- b) Provision of transport and highway measures agreed with the local authority that contribute to a reduction of the severance affect of the central ring road, particularly at the principal access points to Waterside of Highcross Street and St Nicholas Circle; that provide opportunities for existing through-traffic to be removed from the area; that provide a comprehensive network of cycle routes and footpaths to link Wasterside to the city centre and to surrounding Tudor Road and Woodgate areas

c) Provision of new housing providing a mixture of house type, size and affordability as well as the necessary supporting community facilities

d) Provision of new waterspace and improved access to existing waterspace

e) Provision of public car parking to serve both the Waterside and Central Shopping Core

2.46 Land within Waterside to the east of Northgate and north of Sanvey Gate is designated as a Primarily Employment area and Policy E03 will apply. In the interests of providing an appropriate quality of environment and public realm to the frontage of Northgate and Sanvey Gate, redevelopment proposals on sites directly fronting these streets for uses other than use classes B1, B2 or B8 will be considered in accordance with criterion (d) of Policy E03.

Science and Technology Based Business Park and Environs

2.47 Analysis of Leicester underpinning the LRC Masterplan highlighted a number of areas where the City's economy performs less well than it could. These included a failure of the City to retain an educated workforce, particularly graduates from the two universities that are needed by the higher-value end of the office and science and technology sectors that are key to the City's future prosperity.

2.48 The City's universities both enjoy world-class reputations in key science and technology areas, however there is little evidence of this in the City's economy, for example in the form of spin-off businesses. This is due in large part to the lack of a suitable property offer for these specialist occupiers. The City needs within its property portfolio the high quality in-city campus style business park environment sought by these target businesses, if it is to compete for this investment against the very substantial competition from out of town developments.

2.49 The proposed science and technology park site shown on the Proposals Map was identified for this purpose both because it presented the best opportunity for delivering the quality of development required (significant areas of underused land in a potentially very attractive setting) and because of the benefits accruing from proximity to the National Space Centre.

2.50 A Development framework for the area was prepared by LRC in partnership with the Council during 2004 and was subject to extensive public consultation. The proposals emerging from the framework will guide development on the site and form the basis for a Supplementary Planning Document for the area to be published in the summer of 2005. Key elements of the framework are:

- High quality in-city campus style business park targeted at science and technology businesses at all stages of their growth
- Mix of housing type/size and affordability on Wolsey Island, and Ross Walk and off Abbey Lane with appropriate open space and ancillary retail and leisure
- New links to the Belgrave community to allow improved access to employment opportunities and amenities from which the area is blocked by the lack of bridges across the river and canal
- For all development to positively address the water environment, to make the river and canal more accessible to existing and new residents and visitors and to encourage provision of additional moorings and other facilities for users of the river.

PS08 SCIENCE AND TECHNOLOGY BASED BUSINESS PARK AND ENVIRONS

Planning permission will be given for development that contributes towards the creation of a science and technology based business park in the vicinity of the Space Centre as well as significant new residential development, incorporating limited mixed uses, within local centres

servicing local need, including A3, retail (A1), Community leisure (D2), place of worship (D1), moorings/waterside activities in the area shown on the Proposals Map. Development that frustrates the delivery of this project will be resisted. Please refer also to Policy E16: Abbey Lane Research Business Park.

Potential Development Areas

2.51 4.7. The City of Leicester Local Plan, adopted in 1994, identified a number of areas where, in order to encourage regeneration or development, a range and mix of possible land uses would be considered. These were predominantly within the inner area of the city and included both areas where large scale redevelopment was in the pipeline such as Bede Island North and areas where changes were being, or could be, achieved in a more piecemeal fashion such as the Albion Hill area. The current plan builds on the success of this approach, taking it forward to 2016.

2.52 4.8. The PDA locations reflect two of the major strands of the city's physical regeneration strategy:

- the regeneration of old and outdated industrial and commercial sites and properties on the fringes of the city centre, particularly along the central ring road; and
- the regeneration of Leicester's waterways.

2.53 4.9. The PDAs are mainly located within the wider Strategic Regeneration Area which is the focus for the Leicester Regeneration Company. It is the Council's long term aim that Supplementary Planning Guidance will be produced to cover all of these areas. It will build on opportunities identified in this Local Plan and the LRC Masterplan for the PDAs and ensure a comprehensive approach to area regeneration. Where necessary the City Council will use its powers with regard to Compulsory Purchase in partnership with others, in order to assemble sites for regeneration. This was an important element in the case of Bede Island North, a Potential Development Area in the previous Local Plan, where the successful regeneration scheme was enabled by the use of Compulsory Purchase powers under section 226 of the Town and Country Planning Act 1990. The Council will also support other agencies with these powers where it considers such an action is appropriate.

PS09 POTENTIAL DEVELOPMENT AREAS (PDAs)

Development, regeneration and refurbishment will be encouraged within the Potential Development Areas shown on the Proposals Map, by allowing a range and mix of land uses within these areas that are identified below.

Within all Potential Development Areas a high standard of urban design and commitment to sustainable development will be required. Consideration of residential amenity should be addressed, in any mixed use scheme. Town Centre uses such as retailing and major office & leisure are subject to a sequential approach.

In Potential Development Areas, planning permission for subordinate land uses, or the intensification of existing uses, will only be given if such development will not compromise any potential for the identified priority uses to be provided on remaining land or premises within the Potential Development Area.

Where residential development is proposed as a priority or subordinate use, an appropriate living environment needs to be provided, which includes safe and convenient access to the development. Planning permission will not be granted if residential development would have an adverse effect on existing, viable businesses by requiring them to make changes to their buildings or working methods in order to make them compatible with the new residential use.

PS09a PROPOSED PDA USES WITHIN THE STRATEGIC REGENERATION AREA

Table1. Potential Development Areas <u>within the Strategic Regeberation Areas</u>			
Map Ref.	Location	Priority Land Uses	<u>Subordinate land uses</u>
2 1	St. Peters Lane	Retail (A1, A2, A3, <u>A4, A5</u>), major leisure (D1, D2), provision for east-west bus operations in the vicinity of St.Peters Lane <u>as a replacement for bus provision in High Street</u>	Business (B1), residential (C3), education and community facilities (D1)
3 2	Mansfield Street	Public transport interchange, retail (A1, A2, A3, <u>A4, A5</u>), major leisure (D1, D2), provision for bus operations along Mansfield Street	Business (B1), residential (C3), community facilities (D1)
4 3	Belgrave Gate	Business (B1), health and community facilities (D1), <u>residential (C3)</u>	Major leisure (D1,D2), residential (C3)
7 4	Albion Hill	Offices (B1a, A2), residential (C3)	Major leisure (D1, D2), community facilities (D1)
8 5	Granby Halls	Major leisure as part of The expansion of the Tigers ground (D1, D2), community facilities (D1)	Residential (C3), hotel (C1), business (B1), facilities for the emergency services, community leisure (D2)
9 6	Lower Brown Street	Residential (C3), education and community facilities (D1)	Major leisure (D1, D2), offices (B1a, A2)
10 7	Southgates	Residential (C3), major leisure (D1, D2)	Education and community facilities (D1), pub/restaurant (A3, <u>A4</u>), offices (B1a, A2), <u>Major leisure (D1, D2)</u> , <u>public open space in the vicinity of St Nicholas Cirde.</u>
18 8	Memory Lane Wharf	Major leisure (D1, D2), education and community facilities (D1), waterside residential development (C3), moorings	Business (B1), residential (C3)
19 9	Burleys Way	Major leisure (D1, D2) , waterside residential development (C3), moorings, education and community facilities (D1)	Business (B1), residual general industry (B2), residential (C3), <u>Major leisure (D1, D2).</u>
21 10	St. Augustine's Road	Residential (C3), community facilities (D1), waterside activities, moorings	Offices (B1a), major leisure (D1, D2), pub/restaurant (A3, <u>A4</u>), hotel (C1)
22 11	Western Road	Residential (C3)	Education and community facilities(D1), community leisure (D2)
23 12	St. Mary's Mills	Community leisure (D2), waterside activities, waterside pub/restaurant (A3, <u>A4</u>) business (B1)	Residential (C3), public open space, community facilities (D1)
new 13	<u>Aylestone Road Gas Works</u>	<u>Business (B1), general industry (B2), storage & distribtion (B8), residential (C3); taking account of BES & Riverside policies</u>	

PS09b PROPOSED PDA USES OUTSIDE THE STRATEGIC REGENERATION AREA

Table 2. Potential Development Areas - <u>outside the SRA</u>			
Map Ref.	Location	Priority Land Uses	<u>Subordinate Land Uses</u>
11 14	Beaumont Way	Community facilities (D1), community leisure (D2)	Residential (C3), major leisure (D1, D2), pub/restaurant (A3, A4) offices (B1a, A2)
12 15	Keyham Lane	Community facilities (D1), community leisure (D2)	Residential (C3), major leisure (D1, D2), pub/restaurant (A3, A4), offices (B1a,A2)
13 16	Towers Hospital	Business (B1), local centre (including A1 up to a maximum of 500 sqm, A2, A3, A4 and A5), Place of Worship (D1)	Community facilities (D1), community leisure (D2), residential (C3)
14 17	Evington Valley Road	Business (B1), Place of Worship (D1), community facilities (D1), public open space	Residential (C3)

2.54 Policy PS09b recognises that regeneration proposals falling outside the SRA may also require policy support. These areas are identified within the Local Plan as PDAs (Towers Hospital, Evington Valley Road, Beaumont Way and Keyham Lane). However during the Plan period it is likely that priorities for regeneration will change as will government funding initiatives. Local areas can experience poor levels of investment, symptoms of social stress and problems of congestion. These can be challenged through a range of statutory and non-statutory initiatives. Reusing land and converting buildings provide key opportunities for local people to respond to aspects of neglect within local communities.

Sustainable Development

2.55 Also underpinning this Plan are the principles of sustainable development. These are well rehearsed at the national level in PPGNs and PPSs. In the context of Leicester the following policy sets out its key elements.

PRINCIPLES OF SUSTAINABLE DEVELOPMENT

Planning permission for development will be considered against the following criteria to help secure sustainable development:

- a) Equity: its contribution to meeting the needs of disadvantaged people especially in relation to housing and employment.
- b) The development of quality places through the application of the principles of good urban design: incorporating where possible, energy and water conservation, minimisation of waste and pollution and the use of secondary aggregates and recycled material in construction projects.
- c) Its ability to improve personal security, reduce fear of crime and deter incidences of crime and anti social behaviour.
- d) The protection of residential amenity and pollution control.
- e) Its use, where appropriate, of previously developed land and densities to support local services and make efficient use of land.

Equity

2.56 Many people take for granted their access to housing, employment and transport, as well as to a wide range of social, community and leisure facilities. It is crucial to their well being and quality of life. However the needs of disadvantaged people are often greater and their access to these staples less. It is vital that this is acknowledged in the Plan if progress towards social equity is to be made and social exclusion reduced. Of course the needs of different groups vary considerably. They can be social or economic as well as physical. Specific policies, for example on disabled persons' access, will be found in the body of the Plan.

Care of the Environment

2.57 Achieving good urban design in new development is a key objective of Central Government and the City Council. The creation of quality places involves looking beyond the external appearance of development to consider the relationships of buildings to one another and to the spaces around them. It involves managing the design of the public realm and recognises that towns and cities are about human contact, vitality and accessibility. Good quality urban design involves consideration of townscape and urban form, the quality of the public realm, identity, image and sustainability.

2.58 Chapter 3 sets out the key urban design policies to be applied to all new development. These policies are amplified in Supplementary Planning Guidance (SPG).

2.59 Achieving a higher quality urban environment will involve the City Council in providing guidance, setting standards and promoting innovation. However like many other ambitions of this Plan, it will only be achieved in partnership with others, notably those included in the development industry and local communities. PPG1 requires Local Planning Authorities to place the quality of design at the centre of its decision making and the City Council will expect developers to produce "Design Statements" to accompany all major planning applications. These should incorporate the principles described above and those of the Urban Design Chapter.

Crime and Disorder

2.60 No development should be allowed to proceed until the implications for the safety and security of those affected by the proposal have been considered particularly with reference to the design of new buildings and the relationship of land uses. New uses within the existing fabric of the City can also have safety implications. The spread of evening leisure facilities needs to be considered both from the perspective of those using such a facility and those affected by its use.

Residential Amenity

2.61 With a move towards greater mixing of homes with other land uses, the issue of amenity is of particular relevance. It is important in providing residents with a quality living environment.

PS10-RESIDENTIAL AMENITY AND NEW DEVELOPMENT

In determining planning applications the following factors concerning the amenity of existing or proposed residents will be taken into account:

- a) noise, light, vibrations, smell and air pollution (individually or cumulatively) caused by the development and its use;**
- b) the visual quality of the area including potential litter problems;**
- c) additional parking and vehicle manoeuvring;**

- d) privacy and overshadowing;**
- e) safety and security;**
- f) the ability of the area to assimilate development and.**
- g) access to key facilities by walking, cycling or public transport.**

Protection from Pollution

2.62 Most types of pollution that affect residential amenity are subject to legislation outside planning control, such as the Environmental Protection Act 1990. The impact of pollution, including that caused by traffic, on the amenity of neighbouring residents will be a material consideration when determining planning applications. These impacts may often be mitigated through location, design and the use of conditions, for example, restricting hours of operation or implementing a travel plan. Consideration will also be given to longer term gains, where relevant, achieved through reducing the need to travel. The Government provides guidance on the relationship between the planning system and pollution control in PPG23 (Planning and Pollution Control) and PPG24 (Planning and Noise).

2.63 Good design solutions should be used where necessary to mitigate problems such as impact on visual amenity, safety and security, overshadowing and privacy. Some aspects of amenity such as visual impact and safety affect other users of the area as well. The physical nature of residential areas can also affect their ability to assimilate another use as can the level of infrastructure - either already available or capable of appropriate provision.

2.64 The potential problems caused by insufficient parking will be considered with other factors listed in policies AM12 (Parking with non-residential development) and AM13 (Residential Parking). Potential impacts may, for instance, be reduced through the implementation of a Travel Plan.

2.65 Exactly what constitutes an acceptable level of amenity will depend partly on the existing circumstances and the characteristics of an area. For instance the level of noise, light or other disturbance that is acceptable in a City Centre location may be higher than that which is acceptable in a more suburban area. All development must, however, comply with relevant environmental legislation.

2.66 Protection from all forms of pollution should reduce health risks, protect the natural environment and prevent harm to amenity. Planning conditions and/or legal agreements may be used to exert control. Environmental Assessments may be required to help establish the precise nature of any risk along with remedial measures.

2.67 The City Council has monitored air quality for several years and is continually improving its understanding of the distribution of pollution over time and space. Areas where Statutory Air Quality Objectives will not be met have been identified and Air Quality Management Areas (AQMA) declared. Action Plans to improve air quality in them will be developed. Alongside 'Low Emission Zones', proposed under the government's Clear Zones initiative, they will be important factors in the consideration of future development proposals. Potentially serious damage to air quality outside AQMA, for example due to emissions from fixed installations, will also be a material consideration when assessing development proposals.

2.68 Ideally houses, schools, hospitals and other developments sensitive to pollution should not be located where they would suffer detrimental effects from pollution. Efforts will be made to improve air quality through traffic reduction/management measures, since this is the most important component in pollution of the air. Potential for pollution reduction resulting from better integration of transport and land use, through urban concentration and well-conceived mixed use developments will also be pursued. Regeneration of the City creating major social and economic benefits will sometimes produce potentially incompatible neighbours. But often these can co-exist when issues are addressed at the formative design stage and adequate safeguards built in. These could include the positioning, layout, orientation and internal arrangements of the different elements of the development. Additionally engineering protection for

example by the installation of mechanical ventilation may also be necessary. The removal or reduction of existing polluters will often be a key consideration in the application of this policy including the capacity of development to generate, redistribute or suppress traffic levels.

PS11 PROTECTION FROM POLLUTION

Proposals which have the potential to pollute air, ground or water by reason of noise, dust, vibration, smell, light, heat, radiation or toxic discharge will not be permitted unless the health and amenity of users, neighbours and the wider environment can be assured.

Proposals that occur within or which would significantly affect Air Quality Management Areas (shown on Map 02) will be scrutinised closely. In such areas, the aims and requirements of any Air Quality Action Plans will be taken into consideration and proposals only allowed where they do not affect the fulfilment of the Plan.

Proposals that are sensitive to pollution will not be permitted close to existing polluting uses, unless by so doing developers can demonstrate that adequate measures have been taken to prevent or minimise the impact of pollution.

Proposals associated with alternative fuels and technology (such as refuelling and recharging infrastructure) will be supported.

(Developers' attention is drawn to Part IV of the Environment Act 1995, associated DETR Guidance and The Leicester City Council Air Quality Management Area Order 2000. Standard conditions may be imposed on planning consents for potentially polluting development.)

Energy Conservation and Waste Minimisation

2.69 Reducing the consumption of energy can make an important contribution to local, national and international air quality. It is consistent with principles of sustainable development, helping to reduce the use of non-renewable resources. Much can be achieved by thoughtful design, which need not add to development costs, or compromise designs in keeping with their surroundings. Supplementary Planning Guidance concerning energy conservation and renewable energy has been published giving further practical advice. The functional aspects of waste treatment in line with the provisions of the waste hierarchy are also important when considering how to create a more sustainable city.

2.70 The consumption of energy and water, the production of waste and pollution should be minimised by:

- the use of methods and materials with maximum possible positive environmental impact;
- landscaping;
- access and transport linkages;
- the siting, design, layout and orientation of buildings.

The Strategic Green Network

2.71 Throughout Leicester there is a network of open spaces, parks, wildlife areas, nature reserves and greenways that connect the heart of the urban area to the wider countryside. This green network is multi-functional. It provides walkways, leisure routes and cycleways; places for formal and informal play and recreation; a place for people to see and experience wildlife and natural places on their doorsteps. It includes attractive natural landscapes and some rural character in the midst of the urban area. The network includes areas for flood defence and storm water retention; allotments; sports grounds; land for growing

food and grazing livestock, and plays a key part in helping to absorb and reduce the effects of air and water-borne pollution. It consists of Green Wedges and Greenspace as shown on the Proposals Map.

2.72 Protection and enhancement of this green network is an important element of the environmental sustainability of Leicester.

Key Development Areas

2.73 As far as possible the Plan will make provision to meet the housing requirement and allocate sufficient land for industrial and commercial purposes.

2.74 The principles outlined in **PS03** will be incorporated in the approach to the development of the city's remaining major development sites at Ashton Green and Hamilton. Whilst this Plan acknowledges the commitments given in previous plans to the long-term development of these sites, it suggests a more sustainable model for development in these urban extension locations. This will help to ensure that these sites make a full contribution to future housing and employment needs, and should help with the timely implementation of proposals: a key failing of previous plans.

Minerals Planning

2.75 In May 1995 Leicestershire County Council as Mineral Planning Authority adopted the Leicestershire Minerals Local Plan Review. This Plan contained policies and proposals which sought to balance the responsibility for ensuring a supply of minerals, against the need to limit the effects of mineral extraction through environmental safeguards. This Plan runs in parallel with the Structure Plan to 2006.

2.76 In 1997 Leicester City Council became a Unitary Council and assumed the responsibilities of a Minerals Planning Authority. The policy guidance set out in **2.67** above remains in place, but the City Council believes it is sensible and prudent to roll forward this policy advice to 2016 and incorporate it into the Replacement City of Leicester Local Plan.

2.77 The Leicestershire, Leicester and Rutland Structure Plan new strategic guidance in relation to minerals, for the whole of the Plan Area. In Leicester itself there are currently no mineral workings. Furthermore no workable deposits of igneous rock, coal, limestone, brickclay, fireclay, ironstone, gypsum, oil, gas or other minerals are known to exist.

2.78 A small area within the city boundary, adjacent to the River Soar South in Aylestone was allocated for sand and gravel extraction in the previous Leicestershire Minerals Local Plan (1986). At the time the County Council acknowledged that it had identified more land for sand and gravel extraction than was strictly necessary in order to allow operators some flexibility. The site was part of a much larger allocation mainly situated within Blaby District. Planning permission was granted in 1990 to Pioneer Aggregates (UK) Ltd. for extraction of sand and gravel as identified in the Plan, but this consent was confined to an area totally outside the city boundary. Extraction took place in 1991-92. Planning permission for the site expired on 3rd December 2002. Potential operators have given no indication of recommencing extraction and it seems very unlikely that any remaining reserves will be worked, especially as the site now adjoins the Fosse Park Shopping Centre which has grown up over the last 10 years. Moreover new sites for sand and gravel extraction were identified in a 1995 review.

2.79 In the circumstance therefore the City Council believes that it is unnecessary to include any further policies in relation to the winning or working of minerals within its boundary.

2.80 The City Council further believes that there are no sites within its boundary suitable for the disposal of material extracted elsewhere. Any proposal for such development will be judged against the policies of this Plan, the Leicestershire, Leicester and Rutland Waste Local Plan, the Leicestershire, Leicester and Rutland Structure Plan and appropriate national guidance especially that contained in MPG6.

2.81 As far as the City's need for minerals and aggregates is concerned, it is clear from the above that all must be imported. No estimates of need are available at the City level but this is unlikely to be a critical factor. The move to a plan, monitor, manage model - signalled in the consultation draft of MPG6 - means that the previously complex, unclear and inaccurate "bottom up" approach to forecasting demand is no longer appropriate. Instead national and regional figures tied to appropriate economic forecasts seem to offer a simpler, more transparent and more flexible method. The development requirements set out in this Plan strongly suggest that Leicester is most unlikely to experience excessive development pressure and its consumption of minerals and aggregates will be consistent with average national and regional rates.

2.82 However Leicester is keen to advance the case of resource conservation and the City Council believes that the use of secondary aggregates and recycled material is an important element of sustainable development. In 1992, along with the County Council and Leicester Environment City Trust it published "Building for the Environment", an environmental good practice checklist for the construction and development industries. This advocated action to reduce or substitute material use whilst maximising the use of recycled and secondary materials. At the time 0.5 million tonnes of construction/demolition waste went to landfill.