



Leicester
City Council

**MEETING OF THE PLANNING AND DEVELOPMENT CONTROL
COMMITTEE**

DATE: WEDNESDAY, 6 OCTOBER 2021

TIME: 5:30 pm

**PLACE: Meeting Rooms G.01 and G.02, Ground Floor, City Hall, 115
Charles Street, Leicester, LE1 1FZ**

Members of the Committee

Councillor Riyait (Chair)

Councillor Aldred (Vice-Chair)

Councillors Joel, Dr Moore, Nangreave, Pandya, Thalukdar, Valand and Whittle

One unallocated Labour group place

One unallocated Non group place.

Members of the Committee are summoned to attend the above meeting to consider the items of business listed overleaf.

For Monitoring Officer

Officer contact:

Ayleena Thomas, tel: 0116 454 6369 / Aqil Sarang, tel: 0116 454 5591 / Jacob Mann, tel: 0116 454 5843

e-mail: ayleena.thomas@leicester.gov.uk / aqil.sarang@leicester.gov.uk

Democratic Support, Leicester City Council, City Hall, 115 Charles Street, Leicester, LE1 1FZ

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- ✓ where filming, to (via the Chair of the meeting) ensure that those present are aware that they may be filmed and respect any requests to not be filmed.

Further information

If you have any queries about any of the above or the business to be discussed, please contact:

Ayleena Thomas, tel: 0116 454 6369 or Aqil Sarang, tel: 0116 454 5591 / Jacob Mann, tel: 0116 454 5843, Democratic Support Officers.

Alternatively, email ayleena.thomas@leicester.gov.uk / aqil.sarang@leicester.gov.uk, or call in at City Hall.

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PUBLIC SESSION

AGENDA

FIRE / EMERGENCY EVACUATION

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- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF INTEREST**

Members are asked to declare any interests they may have in the business to be discussed on the Agenda.

Members will be aware of the Code of Practice for Member involvement in Development Control decisions. They are also asked to declare any interest they might have in any matter on the committee agenda and/or contact with applicants, agents or third parties. The Chair, acting on advice from the Monitoring Officer, will then determine whether the interest disclosed is such to require the Member to withdraw from the committee during consideration of the relevant officer report.

Members who are not on the committee but who are attending to make representations in accordance with the Code of Practice are also required to declare any interest. The Chair, acting on advice from the Monitoring Officer, will determine whether the interest disclosed is such that the Member is not able to make representations. Members requiring guidance should contact the Monitoring Officer or the Committee's legal adviser prior to the committee meeting.

3. MINUTES OF THE PREVIOUS MEETING

Members are asked to confirm that the minutes of the meeting of the Planning and Development Control Committee held on 15 September 2021 are a correct record.

4. PLANNING APPLICATIONS AND CONTRAVENTIONS [Appendix A](#)

The Committee is asked to consider the recommendations of the Director, Planning, Development and Transportation contained in the attached reports, within the categories identified in the index appended with the reports.

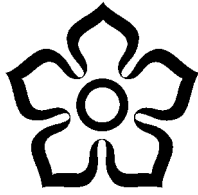
(i) **20210286 9 GRACE ROAD** [Appendix A1](#)

(ii) **20211175 156 HARRISON ROAD** [Appendix A2](#)

(iii) **20201190 58 STONEYGATE ROAD** [Appendix A3](#)

5. ANY URGENT BUSINESS

6. CLOSE OF MEETING



Leicester
City Council

**Wards:
See individual reports.**

Planning & Development Control Committee

Date: 6 October 2021

REPORTS ON APPLICATIONS AND CONTRAVENTIONS

Report of the Director, Planning and Transportation

1 Introduction

- 1.1 This is a regulatory committee with a specific responsibility to make decisions on planning applications that have not been delegated to officers and decide whether enforcement action should be taken against breaches of planning control. The reports include the relevant information needed for committee members to reach a decision.
- 1.2 There are a number of standard considerations that must be covered in reports requiring a decision. To assist committee members and to avoid duplication these are listed below, together with some general advice on planning considerations that can relate to recommendations in this report. Where specific considerations are material planning considerations they are included in the individual agenda items.

2 Planning policy and guidance

- 2.1 Planning applications must be decided in accordance with National Planning Policy, the Development Plan, principally the Core Strategy, saved policies of the City of Leicester Local Plan and any future Development Plan Documents, unless these are outweighed by other material considerations. Individual reports refer to the policies relevant to that application.

3 Sustainability and environmental impact

- 3.1 The policies of the Local Plan and the LDF Core Strategy were the subject of a Sustainability Appraisal that contained the requirements of the Strategic Environmental Assessment (SEA) Directive 2001. Other Local Development Documents will be screened for their environmental impact at the start of preparation to determine whether an SEA is required. The sustainability implications material to each recommendation, including any Environmental Statement submitted with a planning application are examined in each report.
- 3.2 All applications for development falling within the remit of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 are screened to determine whether an environmental impact assessment is required.

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- 3.3 The sustainability and environmental implications material to each recommendation, including any Environmental Statement submitted with a planning application are examined and detailed within each report.
- 3.4 Core Strategy Policy 2, addressing climate change and flood risk, sets out the planning approach to dealing with climate change. Saved Local Plan policies and adopted supplementary planning documents address specific aspects of climate change. These are included in individual reports where relevant.

4 Equalities and personal circumstances

- 4.1 Whilst there is a degree of information gathered and monitored regarding the ethnicity of applicants it is established policy not to identify individual applicants by ethnic origin, as this would be a breach of data protection and also it is not a planning consideration. Section 149 of the Equality Act 2010 provides that local authorities must, in exercising their functions, have regard to the need to:
- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 4.2 The identity or characteristics, or economic circumstances of an applicant or intended users of a development are not normally material considerations. Where there are relevant issues, such as the provision of specialist accommodation or employment opportunities these are addressed in the individual report.

5 Crime and disorder

- 5.1 Issues of crime prevention and personal safety are material considerations in determining planning applications. Where relevant these are dealt with in individual reports.

6 Finance

- 6.1 The cost of operating the development management service, including processing applications and pursuing enforcement action, is met from the Planning service budget which includes the income expected to be generated by planning application fees.
- 6.2 Development management decisions can result in appeals to the Secretary of State or in some circumstances legal challenges that can have cost implications for the City Council. These implications can be minimised by ensuring decisions taken are always based on material and supportable planning considerations. Where there are special costs directly relevant to a recommendation these are discussed in the individual reports.
- 6.3 Under the Localism Act 2011 local finance considerations may be a material planning consideration. When this is relevant it will be discussed in the individual report.

7 Planning Obligations

- 7.1 Where impacts arise from proposed development the City Council can require developers to meet the cost of dealing with those impacts, such as increased demand for school places, through planning obligations. These must arise from the council's adopted planning policies, fairly and reasonably relate to the development and its impact and cannot be used to remedy existing inadequacies in services or facilities. The council must be able to produce evidence to justify the need for the contribution and its plans to invest them in the relevant infrastructure or service, and must have regard to the Community Infrastructure Levy Regulations 2010.
- 7.2 Planning obligations cannot make an otherwise unacceptable planning application acceptable.
- 7.3 Recommendations to secure planning obligations are included in relevant individual reports, however it should be noted however that the viability of a development can lead to obligations being waived. This will be reported upon within the report where relevant.

8 Legal

- 8.1 The recommendations in this report are made under powers contained in the Planning Acts. Specific legal implications, including the service of statutory notices, initiating prosecution proceedings and preparation of legal agreements are identified in individual reports. As appropriate, the City Barrister and Head of Standards has been consulted and his comments are incorporated in individual reports.
- 8.2 Provisions in the Human Rights Act 1998 relevant to considering planning applications are Article 8 (the right to respect for private and family life), Article 1 of the First Protocol (protection of property) and, where relevant, Article 14 (prohibition of discrimination).
- 8.3 The issue of Human Rights is a material consideration in the determination of planning applications and enforcement issues. Article 8 requires respect for private and family life and the home. Article 1 of the first protocol provides an entitlement to peaceful enjoyment of possessions. Article 14 deals with the prohibition of discrimination. It is necessary to consider whether refusing planning permission and/or taking enforcement action would interfere with the human rights of the applicant/developer/recipient. These rights are 'qualified', so committee must decide whether any interference is in accordance with planning law, has a legitimate aim and is proportionate.
- 8.4 The impact on the human rights of an applicant or other interested person must be balanced against the public interest in terms of protecting the environment and the rights of other people living in the area.
- 8.5 Case law has confirmed that the processes for determination of planning appeals by the Secretary of State are lawful and do not breach Article 6 (right to a fair trial).

9 Background Papers

Individual planning applications are available for inspection on line at www.leicester.gov.uk/planning. Comments and representations on individual

applications are kept on application files, which can be inspected on line in the relevant application record.

10 Consultations

Consultations with other services and external organisations are referred to in individual reports.

11 Report Author

Grant Butterworth (0116) 454 5044 (internal 37 5044).

Appendix A1

20210286	9 Grace Road	
Proposal:	Change of use of care home (Class C2) to three units in multiple occupation for between 3 to 6 persons(1x5 bed; 2x6 bed) (Class C4) and one unit in multiple occupation for more than 6 persons (1x7 bed) (Sui Generis); alterations; parking (amended plans received 30/07/2021)	
Applicant:	Mr S Ruparelia	
App type:	Operational development - full application	
Status:	Minor development	
Expiry Date:	24 May 2021	
RB	TEAM: PD	WARD: Aylestone



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Summary

- Reported to committee as there are more than 6 objections from separate addresses within the City including Cllr Porter and Cllr Clarke.
- 21 objections raise concerns on living conditions, impacts on highways and parking.
- Main issues are design, level of accommodation, residential amenity, highway safety and parking;
- Recommended for approval

The Site

The application relates to a triangular shaped site that is bounded by Park Hill Drive on the west, Grace Road to the east and terrace dwellings to the south. two-storey care home, which is not currently in use.

The site is within an area that is primarily residential area, with land allocated for employment uses to the north west and south east of the site. St George's Nursery School is located to the north of the site on the other side of Grace Road.

The site is within a 250m buffer of known sources of pollution at Nationwide Crash Repairs and a Landfill site at Aylestone Meadows, off Aylestone Road.

To the north of the site is trees that are protected by tree preservation (TPO).

Background

Application 19921757 was approved on 27/07/1994 for the construction of a single storey lounge extension at front; two-storey bedroom extension and single storey conservatory at rear of nursing home.

Application 19900595 was approved on 23/05/1990 for the construction of a single storey bedroom extension at rear of nursing home.

Application 19891834 was approved on 23/11/1989 for the change of use from dwellinghouse to nursing home including two-storey extensions.

The Proposal

The proposal is for the change of use of a care home (Class C2) to three units in multiple occupation for between 3 to 6 persons (1 x 5 beds) (2 x 6 beds) (Class C4) and one unit in multiple occupation for more than 6 persons (1 x 7 beds) Sui Generis.

Blocks A and B would be located on the ground floor and flats C and D on the first floor

Each unit would provide a communal kitchen/dining room and the following:

Block A (Class C4): 6 bedrooms, 2 communal shower/wc, one bedroom with shower ensuite. Rooms 5 and 6 would also have a living room in the conservatory part of the building;

Block B (Sui Generis): 7 bedrooms, 1 communal shower/wc, 4 bedrooms with shower ensuite;

Block C (Class C4): 6 bedrooms, 3 communal shower/wc,

Block D (Class C4): 5 bedrooms, 1 communal shower/wc, 3 bedrooms with shower ensuite.

Room sizes range from 8sq.m to 18sq.m

Alterations to the building comprises a new entrance door to the north elevation to provide access to the first-floor and the replacement of windows at first floor level on the south east facing elevation.

There are nine existing parking spaces that are proposed to be retained and bin storage is proposed to the south east of the site.

Amended plans have been received that proposes:

- a door on the proposed north east elevation to match the ground floor plan;
- a hedge to the north east boundary to protect the privacy of the future occupiers on the ground floor at that side of the property from pedestrians along Grace Road;
- a path from the south eastern elevation of the property to the bin storage and parking area at the eastern part of the site;
- Moving the proposed bin storage towards Grace Road and away from the rear gardens of neighbouring properties to the east;
- 14 covered cycle parking spaces, 8 near the car parking area at the eastern part of the site and 6 near the parking area off Park Hill Drive;
- the addition of 4 car parking spaces, accessed from Park Hill Road, resulting in 13 car parking spaces in total; and
- Removal of a proposed new pedestrian access to the north of the site.

Policy Considerations

National Planning Policy Framework (NPPF) 2021:

Chapter 2 ‘Achieving sustainable development’

- Paragraph 2 and 11 (Presumption in favour of Sustainable Development)

Chapter 4 ‘Decision Making’

- Paragraph 40 (prior engagement)

Chapter 9 ‘Promoting sustainable transport’

- Paragraph 110 and 111 (severe impact on road network)

Chapter 12 ‘Achieving well designed places’

- Paragraph 127 (high standard of amenity)
- Paragraph 130 and 134 (good design and amenity)

Development Plan policies:

Development plan policies relevant to this application are listed at the end of this report.

Additional documents:

SPD Residential Amenity

Vehicle Parking Standards – Appendix 1 of the City of Leicester Local Plan

Corporate Guidance – ‘Achieving Well designed Homes’

Consultations

Waste Management – No objections, providing there is adequate space for residents to access the bins.

LCC Highways – No objections subject to a pre-commencement conditions to provide cycle parking and a Travel Pack for future residents.

Private Sector Housing – No objections

Pollution – noise – No objections

Representations

22 objections have been received from different addresses within the City. This includes objections from Cllr Clarke and Cllr Porter.

The concerns raised are:

- A lack of parking on site would cause adverse impacts on street parking and congestion in the area.
- The bedrooms of the flats in multiple occupation would be used as flats.
- The green space within the site could be reduced to provide parking spaces.
- The Council is attempting to push through the development using loopholes and only giving local residents 21 days to object.
- Larger family-oriented apartments would be more appropriate and in keeping with the local area.
- The proposed bin store is located adjacent to the rear of 23 and 25 Grace Road, which will result in odours, disturbance of refuse vehicles and the potential of vermin. The bin store should be relocated away from any residences.
- There is a discrepancy between the number of parking spaces expected for a new house and bedsits.
- The water/sewage system has not been addressed even though there is a vast increase in the number of bathrooms and ensuite.
- Sixteen of the twenty four rooms meet the government guideline of 10.5 sqm to allow for two person occupancy bringing the likely numbers of people up to forty.
- There is no evidence that a Social, Economic and Environmental case has been made and this conflicts with the National Planning Policy Framework which does require some evidence of need.
- The scale of the development is not in keeping with the area.
- No local community consultation has been undertaken.
- The application documents submitted contain conflicting information preventing an informed decision from being made.
- The use of the site would result increased noise and disturbance.
- The density of the development would be too high.
- The development would adversely affect house prices in the area (not a material consideration)

Consideration

Principle of development:

Core strategy policy CS06 states that various measures will be taken to ensure that new housing meets the needs of city residents. The proposal is in a residential part of the city and the change of use of the site for residential purposes is acceptable in principle.

The Council cannot currently identify a supply of specific, deliverable sites sufficient to provide five years' housing. The proposal would make a modest contribution to housing supply through the redevelopment of this small site within an established residential area, and the proposal would be consistent with Policy CS06.

There are no site-specific designations or constraints to indicate that a residential development would be inappropriate or inherently harmful. In the above policy context and having particular regard to the City's current housing supply position, I conclude that the development is acceptable in principle subject to considerations of amenity, design, highways, parking and waste.

Living Conditions:

Saved policy H07 of the City of Leicester Local Plan includes criterion to assess the living quality of residential units. The policy states that planning permission will be granted for new flats or the conversion of existing buildings into flats provided that the proposal is satisfactory in a number of factors including the nature of nearby uses, the creation of a satisfactory living environment, arrangements for bin storage and cycle parking, the provision of communal open space and the effect of the development on the general character of the surrounding area.

Policy PS10 lists a number of factors that will be taken into account concerning the amenity of existing or proposed residents. The Residential Amenity SPD provides more detail and guidance on how residential development should secure appropriate levels of amenity.

The site is located within is a primarily residential area and the proposal would not result in the loss of a large family accommodation. It would bring a large disused care home building back in to use. I consider that the proposed location of the proposed use in multiple occupation (shared accommodation) is acceptable.

The recommended minimum size for bedrooms for one person is 7.5sqm and would need to be at least 2.15m wide, as outlined in the Nationally Described Space Standards (NDSS) and the Corporate Guidance (2019). The size of the proposed bedrooms would range from 8sqm to 18sqm and would all be over 2.15m in depth, which complies with the guidance, although the NDSS is not adopted by the City Council.

Concerns have been raised by objectors that the individual bedrooms may be further subdivided as self-contained flats. This change of use would require planning permission and the continued licensing of the use of the units in multiple occupation would depend on the layout of them to comply with licensing requirements. Therefore, I consider that this could be adequately managed if an unauthorised change of use to further flats were to occur. I have however attached a condition a condition that restricts the change to the layout and use.

The Residential Amenity SPD recommends a separation distance of at least 15m between a blank wall and a principal room window to ensure adequate outlook. Due to the size of the site, there would be at least a 15m separation distance from habitable room windows, and I consider that each habitable room would have adequate outlook.

The only habitable room that would not have direct outlook is the bedroom 5 of Block A. Although this is not ideal, there would be sufficient outlook and light afforded to the private living room and a small window would be installed between the two rooms, which would allow some light from the conservatory to the bedroom and I consider this to be acceptable.

There is no existing boundary treatment on the north eastern boundary in close proximity to bedrooms 3 and 4 of Block A on the ground floor. A hedge is proposed to the boundary. This would minimise overlooking from Grace Road and potential loss of

privacy of the rooms on the ground floor. Bedroom 3 would have additional outlook to the north-west. However, the only outlook from bedroom 4 would be partially blocked by the hedge. Although this is not ideal, I consider that soft landscaping on the boundary would be the most suitable solution. I consider that the hedge and planting should be conditioned in the interests of the occupiers of the ground floor flats.

There is no recommendation for the size of amenity space to be provided for this type of development. For a 3 bed+ house the requirement for garden area would be 100sq.m. The existing and retained amenity space of approximately 1000sqm would be more than adequate for the proposed units in multiple occupation.

As the application is for a conversion, it is considered unfeasible in design terms to impose the National Accessible and Adaptable Standard M4(2).

Residential Amenity (neighbouring properties)

The bin storage area has been moved east, closer to Grace Road and away from the rear garden of 23 Grace Road to the east of the site. Although the bin storage area is still close to the common boundary with the neighbouring property, it would now be adjacent to the blank two storey rear elevation and is unlikely to result in a significantly detrimental impact in terms of its appearance and smell if it is managed in an appropriate way.

The property is situated away from residential properties, so I consider that the proposal would not result in any significant adverse impact on the amenity of neighbouring properties, including noise, overlooking and loss of privacy.

I conclude that the proposal would comply with Policy CS03 of the Core Strategy (2014) and would not conflict with saved Policy PS10 of the Local Plan (2006) and is acceptable in terms of the privacy and amenity of the neighbouring occupiers.

Character & Design:

Minor alterations are proposed to the external appearance of the building, including the replacement of windows on the first floor of the south eastern elevation with uPVC to match the existing and an entrance door to the first floor flats on the ground floor of the north eastern elevation.

The application form and plans indicate that the external finish materials would match those of the original property. I consider that this is an appropriate material response and can be secured as a condition of planning permission.

I conclude that the proposal would comply with Policy CS03 of the Core Strategy (2014) and would not conflict with saved Policy PS10 of the Local Plan (2006), and is acceptable in terms of the character and appearance of the area.

Parking and cycling:

The proposed site is situated on Grace Road with an access also from Park Hill Drive. Both roads are 2-way predominantly residential roads, with single yellow line restrictions for cricket match days 10:30am-6:30pm, along with double yellow restrictions near the junctions with Aylestone Road. On non-cricket match days, these streets are heavily used for on street parking.

The site benefits from an existing dropped kerb access to the existing site from both Park Hill Drive and Grace Road. The Leicester Street Design Guide Design Element Sheet (DES) 16 gives guidance on the required widths for private drives. Section 40.

gives the minimum width for a private access for one dwelling as 3.7m. The current widths are acceptable as it is deemed that there would not be a significant intensification of their use with this development.

Paragraph 109 of the National Planning Policy Framework outlines that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

Vehicle Parking Standards – Appendix 1 of the City of Leicester Local Plan does not set out parking requirements for properties used in multiple occupation. However, off-street parking requirements for a 3+bedroom dwelling house/flat would be 2 spaces. The plans show 13 car parking spaces within the site that would equate to 3 spaces each for the 3 Class C4 units and 4 spaces for the larger sui generis unit.

Furthermore, the site is well served with various bus routes nearby. I consider it necessary to attach a condition to ensure that a travel pack is submitted to provide clear information about sustainable travel options available to the residents and, where possible, incentives or similar to encourage take up of those modes of travel.

There is a requirement for 1 cycle parking space to be provided for every 2 bed spaces as set out in the Vehicle Parking Standards – Appendix 1 of the City of Leicester Local Plan. 14 cycle spaces have been provided, which would make a combined total of 27 cycle and car parking spaces (which is three more parking spaces than for each bed space proposed). A condition is attached to secure cycle parking.

The care home provided 8 off-street parking spaces for the 16 bed care home; five spaces were accessed off Grace Road and the other four off Park Hill Drive. The proposal would provide access/egress to 5 spaces off Grace Road and the remainder of the 8 spaces off Park Hill Drive. I consider that there is ample room for access and manoeuvring for vehicles as shown on the proposed site layout and the development would not result in a significant increase in additional vehicles accessing and egressing the site to have a severe impact on the road network to warrant a refusal on this ground.

Having regard to the SPG maximum car parking standards, I consider that the proposed level of parking and cycle provision is acceptable, and the development would not have an unacceptable impact on highway safety or severe impact on the road network. I conclude that the proposal would comply with Policy CS15 of the Core Strategy (2014) and with saved Policy AM12 of the Local Plan (2006), and is acceptable in terms of highways and parking.

Waste storage and collection:

The bin area will need to be large enough to accommodate 2x 360 litre refuse bins and 2x 240 litre recycling bins per unit, for a total of 8x 360 litre refuse bins and 8x 240 litre recycling bins. The proposal shows a bin storage area would be large enough for the required number of bins to serve the development.

The proposed bin storage area has been amended to be adjacent to Grace Road and away from 23 and 25 Grace Road to the east of the site.

Other Matters

Neighbours were given 21 days to submit representations. This is in line with the statutory consultation period. Any representations received after the 21 days consultation period have and would be taken into account.

The requirement of a Statement of Community Involvement is for large scale major developments, which the proposal is not. Paragraph 40 of the NPPF (2021) outlines that when pre-application advice is sought by an applicant, the Local Planning Authority should, *'where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community ... before submitting their applications.'* No pre-application advice was sought prior to the application being submitted.

Any adverse impact on house prices in the locality of the development is not a material planning consideration and cannot be considered as part of this application.

Concerns have been raised regarding the current state of the Tree Preservation Order (TPO) trees to the north of the site. As the proposed change of use and associated development would be located away from the trees, the proposed development would not have an adverse impact on the TPO trees on site.

Conclusion:

The proposal would make a modest contribution to Leicester's housing need by increasing the number of residential units. When applying the 'tilted balance', the benefits of the proposal would outweigh by the adverse impacts of the proposal when assessed against policies in the NPPF taken as a whole, as well as local policies. The balance is therefore in favour of approval.

I therefore recommend APPROVAL subject to the following conditions:

CONDITIONS

1. The development shall be begun within three years from the date of this permission. (To comply with Section 91 of the Town & Country Planning Act 1990.)
2. No part of the development shall be occupied until secure and covered cycle parking has been provided for a minimum of 14 cycles and retained thereafter. (In the interests of the satisfactory development of the site and in accordance with policies AM02 and H07 of the City of Leicester Local Plan)
3. Before the occupation of the development the parking spaces shown on the approved plans shall be provided and shall be retained for vehicle parking. (To secure adequate off-street parking provision, and in accordance with policy AM12 of the City of Leicester Local Plan and Core Strategy policy CS3.)
4. Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a 'New Residents Travel Pack'. The contents of this shall be submitted to and approved in advance by the City Council as local planning authority and shall include walking, cycling and bus maps, latest relevant bus timetable information and bus travel and cycle discount vouchers. (In the interest of sustainable development and in accordance with policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy. This is a PRE-COMMENCEMENT condition).

5. The hedge as shown on the approved plans at the northern boundary of the site with Grace Road shall be planted prior to the occupation of the approved flats. For a period of not less than five years from the date of planting, the applicant or owners of the land shall maintain all planted material. This material shall be replaced if it dies, is removed or becomes seriously diseased. The replacement planting shall be completed in the next planting season in accordance with the approved landscaping scheme. (In the interests of amenity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3.)

7. The approved use and layout shall not be changed without the prior approval of the City Council as the local planning authority. (In the interest of protecting the amenity of existing/future and surrounding occupiers in the area of the development in accordance with policies PS10, AM12 and AM02 of the City of Leicester Local Plan.)

6. Development shall be carried out in accordance with the following approved plans:
 - Location Plan, 0009_PL(20)001 rev A, received 30/07/2021
 - Location Plan, 0009_PL(20)002 rev B, received 30/07/2021
 - Location Plan, 0009_PL(20)009 rev C, received 30/07/2021
 - Proposed Demolition Plan Ground Floor, 0009_PL(20)109 rev B, received 30/07/2021
 - Proposed Demolition Plan First Floor, 0009_PL(20)110 rev A, received 30/07/2021
 - Proposed Ground Floor Plan, 0009_PL(20)102 rev A, received 30/07/2021
 - Proposed Site Ground Floor Plan, 0009_PL(20)101 rev C, received 30/07/2021
 - Proposed First Floor Plan, 0009_PL(20)103 rev A, received 30/07/2021
 - Proposed Roof Plan, 0009_PL(20)104 rev A, received 30/07/2021
 - Proposed Site Roof Plan, 0009_PL(20)100 rev C, received 30/07/2021
 - Proposed Ground Floor Plan, 0009_PL(20)102 rev A, received 30/07/2021
 - Proposed Elevations, 0009_PL(20)105 Rev B, received 30/07/2021
 - Proposed Elevational Comparisons, 0009_PL(20)107 Rev B, received 30/07/2021
 - Proposed Sections, 0009_PL(20)106 Rev A, received 30/07/2021
 - Proposed Elevations, 0009_PL(20)105 Rev B, received 30/07/2021
 - Proposed Sectional Comparisons, 0009_PL(20)108 Rev A, received 30/07/2021
 (For the avoidance of doubt).

NOTES FOR APPLICANT

1. The City Council, as local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant during the process. The decision to grant planning permission with appropriate conditions taking

account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 2021 is considered to be a positive outcome of these discussions.

Policies relating to this recommendation

- | | |
|-----------|--|
| 2006_AM01 | Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations. |
| 2006_AM02 | Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations. |
| 2006_AM12 | Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01. |
| 2006_H07 | Criteria for the development of new flats and the conversion of existing buildings to self-contained flats. |
| 2006_PS10 | Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents. |
| 2014_CS02 | Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City. |
| 2014_CS03 | The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'. |
| 2014_CS06 | The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents. |
| 2014_CS08 | Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City. |
| 2014_CS14 | The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development. |
| 2014_CS15 | To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads. |

Appendix A2

20211175	156 Harrison Road	
Proposal:	Change of use from retail (Class E) to laundrette (Sui Generis); Installation of ventilation flue (Amended plans received 26/08/2021)	
Applicant:	MR GIRISH PATEL	
App type:	Operational development - full application	
Status:	Change of use	
Expiry Date:	6 July 2021	
AVB	TEAM: PD	WARD: Belgrave



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Summary

- The application is being reported to committee as more than 6 objections have been received from 6 different City addresses.
- 11 objections, a petition containing 16 signatures raising concerns relating to lack of parking, highways safety, noise and air pollution and no need for a further laundrette in the area.
- The main issues are residential amenity, parking and highway safety.
- Application recommended for approval

The Site

The application site is an end two storey terraced property located on the corner of Harrison Road and Moira Street that is currently used as shop (Class E) with a living accommodation above (Class C3). The property has been extensively extended.

The site is located within area characterised as residential and is surrounded by a mix of retail and residential uses. There is an existing laundrette at 107 Harrison Road diagonally opposite to the application site.

The site is located within Critical Drainage Area.

Background

19821458 - Change of use of part of living accommodation to form an extension to the shop and erection of single-storey extension to rear was refused by reason of loss of residential accommodation.

19831134 - Change of use of part of living accommodation to form an extension to shop and the erection of single-storey extension and external stair- case to the rear was approved and implemented.

19851027 - Change of use of a retail shop to a tailor's workshop (with retail counter) was approved.

19851869 - Retention of the altered shopfront was approved.

20062119 - One and two storey extension at the rear of shop was refused by reason of intensification of non-conforming use, residential amenity and loss of residential accommodation.

20101454 - Alterations to the shopfront, first floor extension at the rear of shop was approved and implemented.

20110893 - Enclosed staircase to the first floor self contained flat was approved and implemented.

20180140 - Change of use of a two storey detached building at the rear of the shop from retail storage to (Class A1) to salon (Sui Generis); shopfront, roller shutter and alterations was approved and implemented.

The Proposal

The original proposal was for a change of use of the ground floor shop to a laundrette with the installation of a ventilation grille at the rear.

The plans have been amended to provide a ventilation flue that is incorporated within the existing chimney to the side of the building.

The original proposed hours of use stated on the application form was to be from 0700 1900 hours daily. The applicant has agreed to the amended opening times from 0730 to 1900 hours. It would employ 2 part time employees.

Policy Considerations

National Planning Policy Framework (NPPF) 2021

Paragraph 2. The framework requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 contains a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 110 states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Section 12 of the NPPF focuses on requiring good design.

Paragraph 126 describes good design as a key aspect of sustainable development.

Paragraph 130 sets out criteria for assessing planning applications which includes issues such as the long term functionality of development proposals; visual impacts; the ability of development to relate to local character; creation of a sense of place using various design tools such as building types and materials; optimising the potential of development sites; and, designing safe, secure and inclusive developments with a high standard of amenity for existing and future users.

Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance, taking in local design guidance and supplementary planning documents. Significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

When determining planning applications for development within flood risk areas paragraph 166 requires local planning authorities to ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan

Development Plan policies

Development plan policies relevant to this application are listed at the end of this report.

Additional Documents

Appendix 1 (Vehicle Parking Standards) - City of Leicester Local Plan (CLLP) (Adopted 2006).

Supplementary Planning Documents (SPD): Residential Amenity
Leicester Street Design Guide.

Consultations

Service Director, Noise and Pollution Control: No objections following receipt of the amended plan subject to conditions in regards with insulation scheme, hours of use and ventilation system.

Representations

I have received 11 letters of objection and a petition with 16 signatures raising concerns as follows:

- Parking and highway safety implications.
- Noise and air pollution from the proposed use.
- Another laundrette not required.

Consideration

Principle of development

The application relates to a ground floor shop located in an area that is mainly residential in nature. The proposal is for a change use of a part of the ground floor to

a laundrette. Whilst a laundrette falls within a Sui Generis use, its customer and service provision mean that it shares characteristics with retail uses within Class E. The supporting statement for saved policy R03 describes how its aims are relevant to uses that provide services to visiting members of the public. The policy states retail development outside the central shopping core will be confined to local centres, the rationale being that this will make shopping trips easier and reduce disturbance to residential areas. The policy also requires that proposals do not inhibit the use of upper floors for residential purposes, that the scale and design be sympathetic to the character of the area, that traffic and servicing generated by the development will not have a significant detrimental impact and that it meets the needs of users with impaired mobility.

The application site is located outside shopping centre, however the proposal is not for the creation of new retail unit within the residential area but it is for the change of use from a retail use to a laundrette. I therefore consider that the proposed use would be acceptable in principle subject to residential amenity, pollution, parking and highway safety.

Residential Amenity and Flue

Saved local plan policy PS10 “Residential Amenity’ states that the in determining planning application, the following factors (amongst others) 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) Addition parking and vehicle manoeuvring;

Saved policy PS11 states that proposals with potential to pollute by reason of noise, dust, vibration and smell will not be permitted unless the health and amenity of neighbours and the wider environment can be assured.

Laundrettes by their nature are likely to have less impact to nearby residential uses than some ‘E’ class uses (cafes, restaurants, light industrial etc). Whilst the proposed use has some potential to emit smell and fumes but this is likely to be far less than uses such as a café, restaurant or light industrial use and can be controlled with the attachment of conditions

There are residential properties surrounding the application site and there is an existing flat on the first floor that has a separate access from the rear yard area. There is an existing two storey building at the rear of the site which is a salon on the ground floor level and storage at first floor. There is an existing door to the side of the site which leads to the shared courtyard area that is accessed by the first floor flat.

The lawful use of the site is a shop within Class E with no hours of use control and the use could lawfully change to a café, restaurant or light industrial uses without the need to apply for planning permission. As stated above these latter uses do have the potential to cause harm to amenity if not controlled by conditions. However, the proposed laundrette requires consent and with the attachment of a condition requiring the details of a sound installation to be agreed prior to the commencement of the use protect the residential amenity of the flat above and neighbouring residential property.

The original earlier opening time from 0700 has been amended to 0730 and agreed with the applicant and their agent. I recommend an hours of use condition to allow opening from 0730 till 2000 hours daily to protect the residential amenity of the occupiers of the first floor flat and the neighbouring properties. This would be in line with the hours of use condition imposed on the approval (20182469) to the laundrette at 107 Harrison Road that has been implemented.

The flue as amended would be incorporated within the existing chimney at the side of the building. Though the flue does not terminate one metre above the ridge of the building, it will primarily discharge steam and heat and therefore its siting is acceptable. The flue due to its location will not be visible from the public realm and will not have any adverse impact on the visual amenity of the surrounding area.

The waste generated by the laundrette would likely be similar to that of a Class E Use. I therefore do not consider that the proposal will have an unacceptable impact in regards with this.

I therefore conclude that the proposal will not have significant detrimental impact on the residential amenity in terms of noise, odour and visual amenity. I therefore consider that it complies with saved policies PS10 and PS11 of the Local Plan and CS03 of Core Strategy.

Parking and Highway Safety

There is no off-street car parking for either the existing shop or the proposed use. Concerns have been raised by the objectors regarding on-street parking problems and traffic congestion in the area which would be exacerbated by the proposed development. The lawful use is a shop and it is likely that existing customers visiting the shop would have either walk or have parked on Harrison Road or side streets to visit the premises. The proposed use is likely to be used in a similar manner.

There is none restricted parking available on Harrison Road and the other side streets within proximity of the application site, which could be used by customers to visit the premises and other shops in the area. I accept that there is a high demand for on-street parking within this area and resulting traffic congestion. When taken together, traffic associated with the existing use and other similar uses in the area, the proposed development would not constitute a severe impact on traffic and parking when compared to the existing use.

Furthermore, the proposed laundrette is likely to be used predominantly by nearby residents who are likely to walk to the site. I therefore consider that the proposal due to its size (58sqm) will not have significant detrimental impact on traffic generation or parking within the area to warrant refusal on parking and congestion grounds.

I therefore consider that the proposal will not have adverse impact on the parking and highways safety and that the proposal is consistent with the objectives of saved Local Plan policy AM11 and the objectives of Core Strategy policies CS14 and CS15.

Flooding

The site is located within Critical Drainage Area, however the proposal is for change of use and there are no extensions proposed as part of the development. I therefore consider that the impact of the proposal in terms of increased surface water run-off is unlikely to be significant.

I conclude that the proposal would not conflict with policy CS02 of the Core Strategy (2014) and is acceptable in terms of flooding and sustainable drainage.

Other matters

Concerns have been raised that there are too many laundrettes in the area. There is an existing laundrette at 107 Harrison Road which is diagonally opposite the site and another one which is located further along at 91 Harrison Road. The proposal would provide a further laundrette in the area, however there is no policy restrictions in terms of concentration of such uses in the area. Furthermore, each application is considered on its own individual merits and I am satisfied that the proposed development will not have unacceptable impact on the residential amenity of the surrounding area to warrant a refusal.

Conclusion

I consider that the proposed development is acceptable, and it will not have significant detrimental impact on residential amenity in terms of noise, general disturbance and visual amenity. The proposal will not result in a severe impact on parking demand or highway safety and minimum impact in terms of flooding. As such the proposal is in accordance with the aims of the NPPF, development plan policies and guidelines - Supplementary Planning Document "Residential Amenity".

I therefore recommend APPROVAL subject to the following conditions.

CONDITIONS

1. START WITHIN THREE YEARS
2. The use authorised by this permission shall not commence until an insulation scheme to prevent the transmission of noise to the flat above and adjacent properties has been carried out in accordance with details which shall first have been submitted to and approved by the City Council as local planning authority. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
3. Before the use is begun the ventilation system shall be installed as shown on the approved plans and it shall be maintained and operated thereafter to the satisfaction of the City Council as Local Planning Authority. (In the interests of the amenities of nearby occupiers, and in accordance with policies PS10 and PS11 of the City of Leicester Local Plan.)
4. There shall be no live or amplified music or voice played which would be detrimental to the amenities of occupiers of nearby properties. (In the interests

of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)

5. The use shall not be carried on outside the hours of 0730- 2000 hours daily. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
6. Development shall be carried out in accordance with the following approved plans:

PL156 A 200 Rev C - Proposed floor plans (amended plans) - received 26/08/2021

PL156 A 201 Rev C - Proposed elevation plans (amended plans) - received 26/08/2021

PL156 A 202 Rev A - Wall details - received 11/05/2021

PL156 A 203 Rev A - Ceiling details - received 11/05/2021

PL156 A 204 Rev A - Location plan - received 11/05/2021

(For the avoidance of doubt).

NOTES FOR APPLICANT

1. The City Council, as local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant during the process.
The decision to grant planning permission with appropriate conditions taking account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 2021 is considered to be a positive outcome of these discussions.

Policies relating to this recommendation

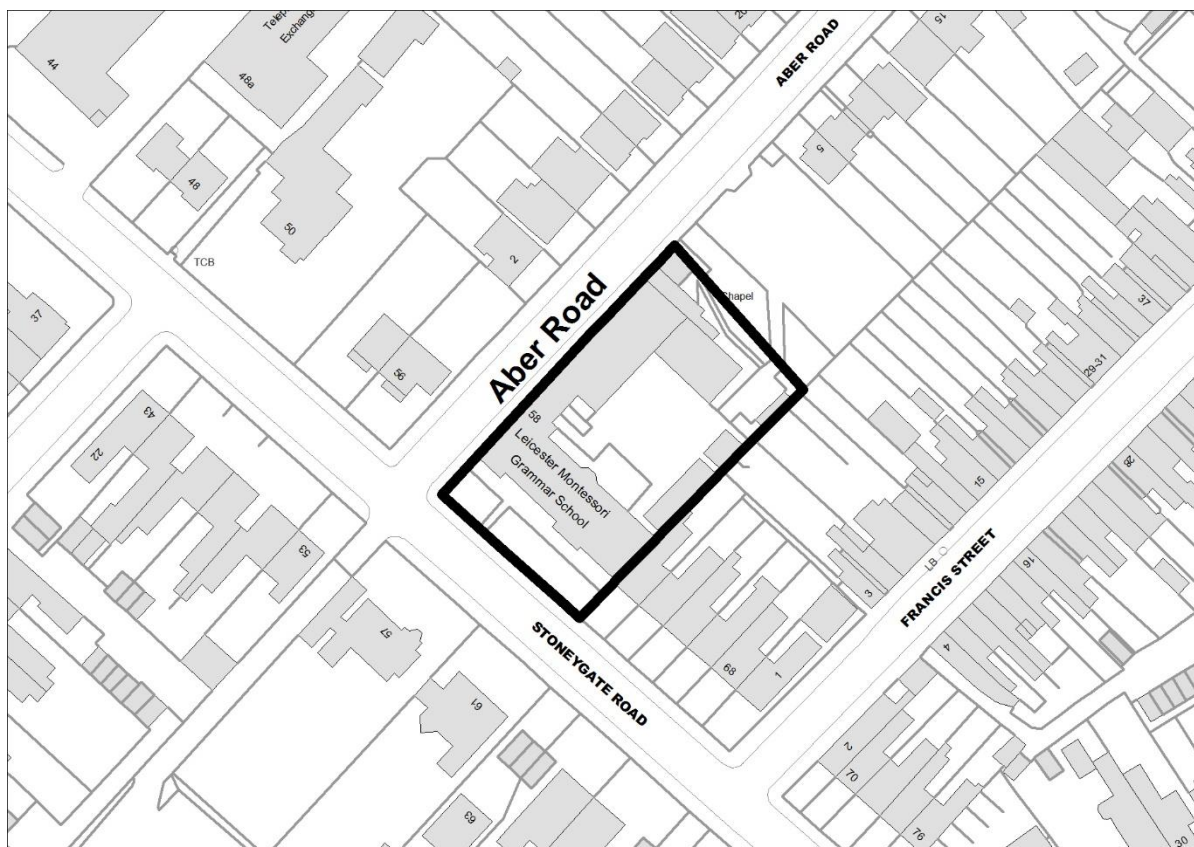
2006_AM11	Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.
2006_PS10	Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
2006_PS11	Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
2006_R03	Retail development outside the Central Shopping Core will be confined to the existing and proposed shopping centres.
2014_CS02	Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
2014_CS03	The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.

- 2014_CS14 The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.
- 2014_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.

Appendix A3

20201190	58 Stoneygate Road	
Proposal:	Change of use of school (Class D1) to 15 flats (Class C3) (1x 3bed, 13x 2bed, 1x1bed); part demolition of building; insertion of roof windows; associated works. (Amended plans and information received) (Section 106 Agreement)	
Applicant:	Mr Kieran Dayah	
App type:	Operational development - full application	
Status:	Smallscale Major Development	
Expiry Date:	7 December 2020	
JL	TEAM: PM	WARD: Knighton

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Summary

- The application is brought to committee as more than 6 objections have been received
- Objections from 19 separate addresses have been received on the grounds of parking, highway safety, impact on trees, living environment, heritage considerations and affordable housing
- Representations of support have also been received from 13 separate addresses

- Main issues for consideration are principle of use, heritage (impact on Conservation Area and Listed Building), highways (including parking), living environment and affordable housing
- Application recommended for approval

The Site

The application relates to the site of the former Montessori Grammar School, now closed, that is situated on the north-east side of Stoneygate Road. The site is located within the Stoneygate Conservation Area and is in a Critical Drainage Area. The site is defined on the Local Plan proposal map as a 'residential' area.

The site comprises a part three, part single storey 'L' shaped building with some single storey buildings within the grounds. The site is bound with metal rail fencing with hedge behind along Stoneygate Road extending around into Aber Road and a 2-metre-high brick wall along Aber Road.

There is a large area of hardstanding to the rear of the site which is accessed off Aber Road. This area is located on a lower level as the land slopes downwards to the north of the site. It is proposed that this area is to be separated from the application site and therefore is not included in the red line of the application.

To the east of the site is the Allandale Road/Francis Street local centre. There are on street parking restrictions along Stoneygate Road, but no parking restrictions along Aber Road.

After this application was submitted, an independent application was made to Historic England to list the building. The property was subsequently designated as Grade II Listed on 13th January 2021, due to the architectural and historical interest of the site. The building and boundary walls are included in the description of the listing.

Background

There is a lot of planning history for the site which relates to the previous school use and tree works applications. The most relevant applications are reference 20172432 and 20180611.

Application 20172432 sought the change of use of part of ground floor and all of the first and second floors from a school (Class D1) to house in multiple occupation (23 bedroom) (Sui Generis). This was withdrawn on 31/01/2018.

Application 20180611 sought the change of use from a school (Class D1) to house in multiple occupation (35 bedrooms) (Sui Generis); new gates to car park; alterations to car park layout; construction of ramps, steps and retaining walls; replacement of garage doors with roller shutters; (amended plans received 03/08/2018 & amended supporting information received 08/02/2019). This application was refused by your committee on 13th March 2019 for the following reason:

The proposal would result in a poor standard of living accommodation offering poor amenity for occupants by reason of the scale (including numbers of

occupants), the interconnected nature of the accommodation, the size of and poor light and outlook for bedrooms. As such the proposal is contrary to Policy PS 10 of the City of Leicester Local Plan.

The Proposal

The proposed development is to change the use of the building from a school (Class F1 – previously Class D1) to 15 flats (Class C3). It is proposed that the development would create 1x 3bed, 13x 2bed and 1x1bed flats. The proposal would require some demolition and alteration to the building, including internal alterations.

The flat sizes proposed are:

- Flat 1 – 2 bed, 137 sqm, separate access, ground floor.
- Flat 2 – 2 bed, 82 sqm, shared access with flat 3, ground floor.
- Flat 3 – 2 bed, 74 sqm, shared access with flat 2, ground floor.
- Flat 4 – 1 bed, 53 sqm, separate access, ground floor.
- Flat 5 – 2 bed, 81 sqm, separate entrance, spread over 2 floors.
- Flat 6 – 3 bed, 121 sqm, separate entrance, spread over 2 floors.
- Flat 7 – 2 bed, 111 sqm, separate entrance, spread over 2 floors.
- Flat 8 – 2 bed, 80 sqm, separate entrance, spread over 2 floors.
- Flat 9 – 2 bed, 85 sqm, separate entrance, spread over 2 floors.
- Flat 10 – 2 bed, 114 sqm, shared entrance, first floor.
- Flat 11 – 2 bed, 83 sqm, shared entrance, first floor.
- Flat 12 – 2 bed, 78 sqm, shared entrance, first floor.
- Flat 13 – 2 bed, 114 sqm, shared entrance, second floor.
- Flat 14 – 2 bed, 78 sqm, shared entrance, second floor.
- Flat 15 – 2 bed, 83 sqm, shared entrance, second floor.

It is proposed that an existing science block and covered area, and garage will be demolished. The demolition of the garage will require a minor rebuild to the main building at ground floor (bedroom 1, flat 8).

The application has been amended to remove a previously proposed two storey extension to the front of the property. The amendments also reduced the number of flats proposed from 17 to 15. Additional information was submitted, including heritage statement, photographs, updated plans and schedule of works, following the listing of the building.

Any works to the listed building would need a listed building consent application, which has not yet been submitted. The applicant and agent are aware of this requirement.

Policy Considerations

National Planning Policy Framework (NPPF) (2021)

Paragraph 2 of the NPPF states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Chapter 2 of the NPPF (Achieving sustainable development) states that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning decisions should play an active role in guiding development towards sustainable solutions, taking into account local circumstances, to reflect the character, needs and opportunities of each area. At the heart of the NPPF is a presumption in favour of sustainable development.

In relation to sustainable development, paragraph 11 states that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay, or where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole.

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Paragraph 38 states that local planning authorities should approach decision on proposed development in a positive and creative way. Decision makers at every level should seek to approve applications for sustainable development where possible.

Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 92 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

Paragraph 104 states that transport issues should be considered from the earliest stages of development proposals, so that

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;

- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Paragraph 105 states the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112 states that taking into account paragraph 109, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 119 states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 124 states that planning decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

At paragraph 130, the NPPF states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 states that development that is not well designed should be refused especially where it fails to reflect local design policies and government guidance on design, taking into account any local guidance and supplementary planning documents. Conversely, significant weight should be given to a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 135 states that Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraph 154 states that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings

should reflect the Government's policy for national technical standards.

Paragraph 157 states that when determining planning applications, Local Planning Authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Paragraph 168 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

Paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

Paragraph 185 states that decisions should ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Paragraph 187 states that decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Paragraph 197 of the NPPF states that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Development Plan policies

Development plan policies relevant to this application are listed at the end of this report.

Most relevant Core strategy policies are CS03, CS06, CS08, CS18 and Local plan policies are PS10, UD06, AM12 and H07.

Supplementary Planning Documents (SPD)

Residential Amenity SPD (adopted 2008)
Climate Change SPD (January 2011)
Green Space SPD (July 2013)

Other Guidance

City of Leicester Local Plan Appendix One– Vehicle Parking Standards
Achieving Well Designed Homes October 2019 - Leicester City Council's Corporate Guidance.

National Design Guide (MHCLG)

Leicester City Council Waste Management guidance notes for residential properties.

Other legal or policy context

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed building or their setting or any features of special architectural or historic interest which they possess.

Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 outlines the statutory duty of local planning authorities to have special regard to the desirability of preserving or enhancing the character and appearance of conservation areas.

Consultations

- Better Buildings – Requested more information to consider the feasibility and viability of a communal heating and hot water system based on heat pump technology, as a potentially more energy efficient and lower carbon alternative to the proposed electric panel heaters currently proposed, and to consider energy efficient controls on the lighting in shared areas of the development.
- Highways - The proposed development is likely to generate trip numbers similar to those of the site's current / former use. As such the proposal would raise no traffic concerns. The earlier proposals submitted did raise a number of other issues that needed to be addressed.

The layout drawing shows 18 car parking spaces, as in the previous layout. For the proposed flat configuration, the Council's normal requirement for parking spaces in this zone would be calculated at 29. Where in cases of building conversions this cannot reasonably be achieved the Local Plan parking standards do allow some relaxation in numbers, especially where sustainable transport alternatives are good and there are reasonable opportunities to park on street. On balance therefore, this level of off-street parking appears to be tolerable.

The existing Aber Road courtyard entrance is to be retained as it serves a part of the site to be sold. The proposed development is to be accessed by modifying the existing garage access to form a separate site access. The Leicester Street Design Guide (LSDG) requires the access to be a minimum width of 6m where it serves more than 5 dwellings, as is the case here. This width should be maintained over at least the first 5m of its length measured from the highway boundary. The applicant has revised their original layout to meet this, with the exception that the gateway width is only 5.5m wide. This is not ideal but is nevertheless unlikely to cause safety concerns in this instance. It is therefore acceptable.

The car parking spaces on the revised layout drawings appear to have been increased in size to 2.4m x 5.5m with aisles of 6m as previously recommended.

The layout drawing indicates two cycle stores with a revised combined

storage capacity of 34 bikes, which nonetheless still exceeds the Council's standard requirement of 33 spaces (based on 1 per 2 bed spaces for residents plus 1 per 20 bed spaces for visitors). The revised arrangements have overcome earlier concerns regarding accessibility and now allows for independent access by individual owners. This is therefore now acceptable.

Refuse management and collection appears to be relatively straightforward from the perspective of the highway authority, and the bins are to be located to be acceptable for public collection purposes.

Recommend that new residents be issued with Travel Packs providing sustainable travel advice. Advice on the content of these can be provided and the details can be approved before any occupation. No objection subject to conditions covering alterations to footway crossing, cycle parking provision, travel packs and parking area to be surfaced and marked out.

- Historic England - On the basis of the information available to date, do not wish to offer any comments.
- LLFA – No objection subject to conditions relation to SuDS and drainage.
- Noise Control Officer – No objection subject to working hours condition.
- Parks and Green Spaces – The proposed residential development, within the Knighton ward, will result in a net increase in the number of residents within an area which already exhibits a deficiency in green space. Opportunities to create new open space to address the needs of the new residents are severely limited and therefore we will be looking to make quality improvements to existing green space provision to minimise the impact of this development. Based on the formula from the Green Space SPD a contribution of £22,819.00 is required in response to this application. The contribution will be used for landscape and access improvements at Highway Road Spinney.
- Private Sector Housing – The layout of the flats are satisfactory.
- Tree Officer - No major issues with the proposal other than the two birch to the rear, these have now been included in the report for retention, however they were severely pruned in contravention some time ago and it was understood that these were to be replaced with new planting 2 x 14-16cm extra heavy standard Betula.
- Waste Management - The development requires sufficient space for the storage of refuse bins and recycling bins to accommodate a capacity of 2231.25 litres for refuse and 1275 litres for recycling: e.g. 3x 1100 litre refuse bin and 2x 1100 litre recycling bin. The proposal shows a bin storage area which would be large enough to accommodate the number of bins stated.

Representations

- Conservation Advisory Panel - The revisions introduced to the scheme were welcomed, in particular the retention of the existing timber windows, removal of the proposed upward extension and installation of a stylised metal gate to Aber Road. The members requested that further information regarding materiality and additional services (vents and pipework) is submitted for consideration. Subject to these details being appropriate, the members had no objections to the scheme as currently proposed.
- Stoneygate Conservation Area Society –
 - No appraisal of building's heritage significance. (*Updated heritage statement submitted after listing*).
 - Heritage statement consistently understates the buildings significance and quality of design. (*Updated heritage statement submitted after listing*).
 - Two storey extension – harmful to historic asset – fundamentally change spatial relationship between the home and adjacent terrace. A different design would reduce this harm. (*Extension removed from proposal*).
 - Physical alterations to Aber Road appear sympathetic but there are some potentially damaging heritage impacts not detailed: window design, water and soil pipes and boiler flues.
 - While water consumption is discussed in detail, energy consumption for heating is not.
 - Boiler/ heating information is unclear. Is central heating proposed? Will additional thermal insulation be installed? Would like thermal performance considered more holistically. Want more details on soundproofing between flats. (*This information was provided following the revision to the application*).
 - Welcome attempt to breathe new life into the building and apartments would provide a sustainable long term future.
 - Secondary glazing system (with central horizontal bar) would detract from the appearance of the retained timber sashes that do not have a central glazing bar.
 - Concerned that the East perimeter wall would be lost due to site division.
 - Suggest way of retaining East wall would be to build housing inside (with shared access through the same entrance gate as the 15 flats).
 - Brick to NE boundary more appropriate than fencing.

Objections were received from 18 households, 1 comment and 13 representations in support. Many of the objections received were prior to the building being listed and some make reference to the original proposal, which included an extension to the front of the property. A re-consultation exercise was carried out following the listing of the building and receipt of amended plans and information.

Objections:

Living Conditions/ Impact on Neighbours

- Small room sizes.
- Poor quality of light.
- Concerns that the extension will block out light to neighbours. (*Extension now removed from proposal*).
- How would the development minimise noise/ traffic pollution.
- Overlooking/ loss of privacy.
- Concerns about layout and density of the building.
- Although not a HMO, still serious overcrowding with potential for social problems.
- Overlooking, which was not previously an issue when building was a school.
- Number of units needs to be reduced/ reconfigured to ensure that everyone has sufficient natural light.
- Increase in noise pollution.
- Over development of site.
- Overlooking from Aber Road elevation and no provision for privacy.

Outdoor space/ Trees

- Not much access to outside green space.
- Trees should not be removed and hedge and railings should remain.
- Green area to the front is small and not very private. Also not easily accessible by residents to the rear.
- Greenspace is important for wellbeing, especially during covid.
- Playground could be retained and provide landscaped communal gardens.
- Tree report does not mention the courtyard.
- Assume tree would need to be felled to create access. Strongly object to any felling. Trees important to conservation area and wildlife.
- Tree survey appears to be compiled prior to revision. (*Amended tree survey has been submitted*).
- Too many trees have been lost in the area to development. Mature trees cannot be replaced.
- Hope garden frontage is retained in keeping with Victorian character.
- Trees are a haven for wildlife.
- Considerably enhance the development if the courtyard was used for green space.
- If the former playground was included in the development, there would be no need to demolish the former science block or garage.
- Inadequate report to justify removal of the mature trees in the conservation area.
- Revision makes no substantial change to the amount of greenspace proposed.
- Removal of trees damaging to birds and general biodiversity.
- Using playground would result in no need to create new entrance or demolish any original buildings on site.
- Decorative timber fence is wholly inappropriate – picture shows basic wooden fence. Wrought iron railings would be more appropriate.
- Calling parking area amenity space is not appropriate. Proper amenity space is vital – especially for post-pandemic development. This could be avoided by reducing number of flats proposed and not selling off land.

Highways

- Does not appear to be enough or large enough parking spaces.
- No residents parking scheme in the area.
- If the playground were to be retained, this could provide sufficient parking.
- No provision for electric vehicle charging points.
- Majority of outdoor space is for parking.
- No more capacity for on street parking and new entrance will decrease on street capacity.
- Transport statement speed survey does not give a true picture of traffic on site (held on Monday afternoon in January).
- Statements about school traffic incorrect.
- School traffic problems – drove into playground to drop off and caused issues on Aber Road.
- Staff parked on the road, not in the playground.
- More highways data is required.
- Parking provision does not adhere to national and local standards and does not take into account pre-application advice.
- Traffic data is out of date (2011).
- Nearest bus stop is over 250m away.
- Parking/ traffic will be worse than school as extra traffic could be predicted at certain times of day.
- Inadequate parking/ loading/ turning.
- Parking admitted being below standard but there is adjacent land owned by the applicant that can be used.
- Many properties on Stoneygate Road are in multiple occupancy or without garages, which demand on street parking.
- Increase traffic resulting in increased pollution, noise and anti-social behaviour.
- Revised plan does not include any additional parking spaces.
- Aber Road is used as a cut through and parking for Allandale Road shops and commuters in the city.
- Car ownership in area is more than 1 per property.
- Bike shed does not answer car parking problem.
- Proposed driveway is too narrow for 2 cars to pass, meaning cars will be waiting queuing to get in, causing congestion.
- Applicant has not shown scheme would not increase congestion.

Design/ Heritage

- Concern about the design of the flat roof in the conservation area – should be pitched or different materials. (*This has now been removed from the proposal*).
- New Aber Road entrance should reflect the conservation area.
- Proposed extension and tree removal would impact the character of the conservation area and contravene conservation area guidelines.
- Retaining playground for sale as a separate development site is not comprehensive development. Appears to be an attempt to exploit the site for

further development. The whole site should be looked at this stage as one, with one entrance and proper visibility splays.

- Alterations substantially impact the integrity of the original building.
- Detrimental change to the exterior by installing UPV windows and flues in every apartment.
- As gas boilers are due to be phased out, would be more sustainable to install a more environmentally heating system.
- Still substantial changes proposed to original roofs and elevations – skylights and extension. Loses the distinctive nature of the original function and design.
- Internal fireplaces should not be removed.
- Concerned about damage to fabric due to plumbing and services.
- Pleased to see electric heating and not gas central heating.
- Note original windows retained and renovated and secondary glazing to be installed. Might be less costly and more sustainable to replace like for like, but modern, efficient double glazed.
- Fact property and boundary walls are now grade II listed make plans inappropriate.
- Following listing application impinge negatively on the boundary walls and historic nature of the building. Hope interior alterations respect the listed status.
- Skylights and dormers would be very visible from the street and impair the character of the steep, sheltering roof which is a major and historic feature of the Listed Building.
- Services should be sited carefully and designed to not intrude.
- Internal features should be preserved.
- Do not understand how boundaries can be changed if protected site.
- Separation of the car park reduces the character of the plot.

Other Issues

- Concern about party wall and any plans for demolition. (*Not a material consideration*).
- Note affordable housing providers are not interested in taking on the flats. Concerned there is no affordable housing proposed.
- No consideration for school space requirements the development may generate.
- Inappropriate type of development for location.
- Support change of use to allow to bring building back into use and recognise the great improvement on previous applications.
- Lack of clarity around potential purchasers/ owners and affordability. (*Potential ownership/ occupation not a material consideration*).
- Lack of consultation/ presentation for local residents.
- How would building be covid safe/ allow for self-isolation.
- Regrettable planning regulations allow units so small.
- Affordable housing should not mean low quality housing.
- Layout should be re-designed with fewer flats and at a larger size due to lack of affordable housing provider.
- Welcome reduction of number of flats to 15.
- No attempt to comply with inclusive access and design standards.

- Room layouts fail to indicate compliance with building regs part M.
- Door widths are too narrow for wheelchair access and there is insufficient turning space.
- Insufficient worktop space in kitchens.
- Wheelchair turning not shown on plans taking into account furniture.
- Most lounge/ living areas have inadequate space for dining.
- Fails to satisfy growing needs of young families and elderly residents.

Comment:

- Glad to hear building granted grade II listing.

In Support:

Highways

- More than sufficient parking.
- Traffic will be better than when the building was used by 250 pupils.
- No issue with access.
- Parking patterns have changed.
- Access seems well designed.
- Needing more parking shows backward thinking.
- Should be promoting cycling

Reuse of building/ Heritage

- Make use of currently unused building.
- Keeping original appearance helps keep the authentic appearance.
- Proposed visual changes are minimal and don't detract from character or history of building – revitalise building.
- Minimal disruption to building.
- Keeping building vacant is counterproductive to the area and preservation of its condition.
- Listed status gives even more importance in supporting bringing building back into use.
- Sensitive and balance proposal.
- Keen to see old school put to better use.
- Note change from fence to metal railings at rear and support this.
- Conserve building for years to come.

New Housing

- Significant need for new housing.
- Council must support schemes that bring new high quality accommodation especially when there is a shortage of accommodation
- Bringing new accommodation to large unused site in heart of Stonegate.
- Area would greatly benefit from additional houses and flats.
- Attention to detail and commitment to sustainable living is long sought after in the area.
- Offers young professionals and downsizers vastly more opportunities for living.

- Hopefully attract younger generation to currently upmarket and priced out area of Leicester
- Housing requirements continue to grow.

Living Conditions

- Flats are generous dimensions and aimed to be high quality.
- More spacious and accommodating than some flats recently approved in the city centre.
- See flats in other areas with far less on site and off site green space options, such as in the city centre.

Other

- Fits in well with the area – positive change.
- Fantastic public infrastructure. Can walk, cycle and site is near to town.
- Close to parks and open spaces.
- Better than HMO proposal.
- Great for local businesses and the community (new local residents).
- Bring vibrance and new residents to area.
- Far better than HMO, which was strongly objected to by residents.
- Great location.
- Building has been empty or long enough – brining value of area down.
- Objections do not reflect the needs of the area and community.
- Would request some brickwork is repaired.

Consideration

The main issues in this case are: the principle of the proposal; residential amenity of neighbours; residential quality; character and appearance of the Conservation Area and Listed Building and character of the local area; parking and highway safety; and trees.

Principle of development

Policy CS06 of the Core Strategy (2014) sets out the housing strategy for the city. In relation to conversions, it states that:

“Careful consideration will be given to conversions...to ensure there is no adverse impact on the character of the area or the maintenance of mixed communities. In particular, the conversion of existing large houses will be resisted where it would still be appropriate for family use and meet an identified demand for this type of accommodation. Specific considerations will be property size and location, including amount of the amount of private amenity space and parking provision”.

The policy further advises that *“the impact on flat conversions on the special character of the area, as identified in Character Statement, will be a material consideration”.*

The building is located in an area which is predominately residential. Whilst the proposal would result in the loss of an educational facility, it is noted that the building has been closed since 2014. It is considered that the principle of the building for use for residential occupation is acceptable.

The proposal would make a contribution to the City Council's 5-year housing land supply.

Design

Much of the alterations proposed are internal and have been considered acceptable, due to the listed status of the application. The only significant external alterations include the demolition of a garage and science block/ covered area and minor rebuilt/ extension where the garage block is currently attached to the main building, erection of railings and access gate, landscaping and bike/ bin storage facilities.

The proposed extension is single storey only and will project 0.6m from the building and have a width of 4m. It is proposed that this extension will be constructed of reclaimed materials following the demolition of buildings on site. It is considered that this minor extension is acceptable and not harmful to the character and appearance of the building or amenity of any neighbouring occupiers. Other alterations have been considered in the Heritage Assets section. It is considered that the proposed development is in accordance with the NPPF and policy CS03 of the Core Strategy.

Heritage Assets

The site is located within the Stoneygate Conservation Area and the building and boundary walls was given grade II listed status during the consideration period of the application.

The complex was constructed in 1881 to the designs of W Beaumont Smith, most recently in use as the Leicester Montessori Grammar School. It occupies a prominent corner within the Conservation Area and is one of the most prominent buildings along Stoneygate Road. It is of high architectural interest with an elaborate frontage, punctuated by timber sash windows, with two gabled projections and a moulded pointed entryway to centre. Complimentary brick boundary walls with blue brick decoration and clay copings define its curtilage along Aber Road, with railings complimented by hedges to Stoneygate Road. A heritage statement identifies the designated status of the building and its location within the Stoneygate Conservation Area.

The outbuildings scheduled for partial / total demolition are of limited historic and architectural interest, with portions in poor condition.

The science block has been added into the building around mid to late 20th century. Whilst portions of the outbuilding at the north end of the complex are historic, early additions to the building, negligible internal architectural features survive. The existing surround, which is of historic and architectural interest, will be retained and relocated to the new outrigger proposed, with the dentilled cornice replicated.

There are no alterations proposed to the primary south (front) elevation. The application also proposes to retain most of the existing windows, to be repaired where necessary.

New windows and doors are introduced to north, east and west elevation. Most will be set in existing openings. Whilst these alterations are not objected to, joinery details need to be conditioned. Further details of the new openings to the west elevation and new doors to south (courtyard) elevations should be conditioned.

The introduction of rooflights is acceptable, subject to them being conservation grade quality.

Where the rooflights are removed (east courtyard roof slope), all damage needs to be made good with reclaimed slates. The use of reclaimed / existing materials to construct the proposed new outrigger to north is supported. This will have a lesser impact externally and internally.

Whilst the part demolition of the brick wall / garage and the introduction of stylized metal gates and railings is not objected to (preserving the public vs. private definition), I have some concerns over the proposed sliding gate. Design details have been covered by a pre-commencement condition.

A Listed Building Consent application (LBC) for the necessary works has not yet been submitted. The applicant has been advised that this needs to be submitted and approved before the start of any material alterations to the building under consideration. Internal alterations to the existing Grade II Listed asset will be dealt with as part of the LBC for the building. This can also be included as a note to applicant in any decision for this application.

Whilst it will constitute some loss of historic fabric externally and internally, the harm to the Grade II Listed asset would be less than substantial, outweighed by the public benefit of the development. It is proposed that conditions should be included in any decision to cover joinery details for windows and doors, cross section detailed drawings for new windows and doors, use of reclaimed materials, details of external details such as railings and rainwater goods and vents and flues.

It is considered that the proposed development would result in less than substantial harm and is considered acceptable in heritage terms, taking into account the NPPF and policy CS18 of the Core Strategy.

Living conditions

The Local Plan policy H07 relates to self-contained flats and includes a number of criteria to assess proposed living environment. These relate to the location of the site; unacceptable loss of alternative uses; loss of family accommodation; creation of a satisfactory living environment; arrangement for general facilities; provision of open space; effect of the development on the general character of the surrounding area and; proposed or potential changes to the appearance of buildings and their settings.

Although not adopted in policy, all flats except for flats 12 and 14 have a floor area which do not meet the Nationally Described Space Standards (NDSS) that would require 79 sqm. Flats 12 and 14 are both 1sqm under the requirements. Although slightly under, this is not a significant amount under and the NDSS has not yet been adopted by Leicester City Council. It is considered that the size of the flats proposed

are acceptable. It is considered that the size of the rooms inside the flats are also of a sufficient size.

First floor bedrooms to flats 5-9 will only have a roof window to provide light to the room. Whilst this is not ideal as it does not provide a generous outlook, this is not the only bedroom for the corresponding flat. Due to the listing and design of the building, it would not be appropriate to install a dormer window in the roof, as had been previously proposed at the time of the original submission. Given that these flats will have a bedroom (and living areas) to the ground floor that would have outward facing windows providing adequate outlook, it is considered that the use of the roof windows to the bedrooms is acceptable.

Objectors had raised concerns in relation to the light the flats would have. It is considered that the flats have sufficient windows to provide sufficient natural light.

The proposed development provides an area of amenity space to the front of the building, to which all residents have direct access from within the site, and areas of grass and planting in the courtyard area. It is regrettable that there is limited amenity space on the site, however the site constraints make it difficult to provide any further amenity space. The existing car park to the rear of the site does not form part of the application site and therefore it is not proposed for use in conjunction with this development. Due to the shortfall in amenity space proposed, a financial contribution is sought from Parks and Green Spaces.

To the front of the site, it is proposed that the existing railings and hedge will be retained, which will help to provide some privacy to the residents using this amenity area.

It is considered that the proposed development would provide adequate living conditions for the proposed residents and is in accordance with the NPPF and policy CS03 of the Core Strategy.

Residential amenity

Policy PS10 of the Local Plan states that in terms of residential amenity any new development proposals should have regard to existing neighbouring and proposed residents in terms of noise, light, vibrations, smell and air pollution, visual quality of the area, additional parking and vehicle manoeuvring, privacy and overshadowing, safety and security, the ability of the area to assimilate development and access to key facilities by walking, cycling or public transport.

The proposed development would result in the building being brought back into use after a period of closure. The previous use of the site as a school meant that noise from the site was largely limited to school hours and during the school term. The proposed use would result in the site being occupied at all times. However, any noise from the proposed use is likely to be compatible to that from other neighbouring residential properties. The school use would have had a significantly greater number of pupils on site, using the external areas as a playground, which would have resulted in a far greater amount of noise and disturbance of local residents. I consider the amount of noise from the proposed use would not be significantly harmful to the amenity of local residents.

Concerns have been raised by neighbouring residents in relation to overlooking from the Aber Road elevation of the building. There would have previously been some element of overlooking from the building to these properties when the property had been used as a school. The properties affected over the road would have the same relationship as many other properties facing on the street with a short frontage. It is considered that the relationship between properties and potential for overlooking is acceptable and would not warrant the refusal of the application.

A condition has been recommended by the Noise Officer to protect the amenity of residents during the construction phase by restricting working hours on site. No concerns were raised about the operational phase of the development.

It is considered that the development would accord with policy PS10 of the Local Plan and the NPPF.

Waste storage and collection

Bin storage is proposed to the rear of the site, near to the gated entrance. It is proposed that this location is appropriate and that a sufficient amount of bin storage is proposed. It is proposed that this will be in a timber store, which is acceptable and will be secured by condition to ensure that it is provided.

Highways and Parking

The site is located approximately 2 miles from the city centre in a predominately residential location. It is proposed that vehicular access to the site will be from Aber Road. It is not considered that the proposed use would result in a level of traffic that would be higher than the previous use as a school. The LHA have confirmed that the amount of car parking proposed (18 spaces) and access are acceptable for the development. Concerns had been raised in the representations received that the information submitted with the application was out of date or incorrect, however the information submitted with the application has been accepted by the LHA.

It is proposed that cycle parking for 34 cycles will be provided on site. The amount and type of cycle storage proposed is considered acceptable and is to be conditioned to ensure that the cycle storage is provided.

The LHA have also recommended that all residents are provided with a travel pack, to encourage more sustainable modes of travel.

It is considered that the proposed development is acceptable in terms of highway safety and in accordance with the NPPF and the Core Strategy.

Sustainable Energy

As the building is grade II listed, it is exempt from compliance with building regulations in relation to energy efficiency where any compliance would unacceptably alter the character or appearance of the building. It is proposed that heating and power will be electric and no gas heating is proposed.

Drainage

The site is not within a flood risk area but falls within the Critical Drainage Area. However, the proposal would not result in any significant change in the impermeable area of the site or lead to significant flooding or surface drainage issues. Plans indicate that permeable surfacing will be laid, with rainwater harvesting tanks installed. It is not considered the proposal would conflict with Policy CS02 of the Core Strategy. Pre-commencement conditions for SuDS and drainage are recommended.

Nature conservation/Trees/landscaping

The site is comprised of buildings and hard standing with a number of semi-mature trees and small areas of amenity grassland along the Stoneygate Road aspect. The site is generally poorly connected to existing ecological networks within the city, however it is noted how street trees provide a valuable collective resource for wildlife within this part of Leicester. Structural alterations to the building, including partial demolition works and loft conversions are associated with the development, therefore the applicant was historically instructed by the LPA to conduct relevant protected species surveys for bats and birds for the site.

The combined Preliminary Bat Roost Assessment / Bat Presence Absence Survey report (Lawrence Armstrong, June 2020) is satisfactory and the findings/recommendations are accepted, no further surveys are required.

Mitigation measures should be carried out in accordance with the Recommendations section of the (Lawrence Armstrong, June 2020) ecological report, Paragraph 7 – Page 13. These include:

- Mitigation measures to avoid potential impacts on breeding birds during demolition and construction and the impact of lighting on bats post development.
- Installation of 4 x Bird boxes suitable for small garden nesting birds and/or Swifts should be provided within the built design or be hung from trees within the site.
- Installation of 4 x Bat boxes/bricks/tiles should be provided within the built design as a bat box/tile attached to the building or incorporated within it.

In accordance with Paragraph 179 and 180 of NPPF (2021), the Local Planning Authority would find the proposed development acceptable if opportunities for securing measurable net gains for biodiversity are identified and pursued. The Biodiversity Net Gain requirement is for habitat provision and not merely installation of boxes as wildlife will require areas of forage as well as where to nest and roost.

It is considered that conditions in relation to bird/bat boxes/tiles and a repeat ecology survey (if works not carried out by June 2022), are appropriate for the application.

Some details have been provided in relation to landscaping. It is proposed that the boundary to the rear of the site will be black metal railings and the rest as existing. It is considered that the boundary treatments are acceptable. It is proposed that the site will be tarmac and block paved, with some areas of grass and planting. The grassed area to the front of the building will be retained. A landscaping condition will be included to ensure that full specifications of planting proposed is provided.

A tree survey has been submitted as part of this application. It is proposed that T8 (Lime tree to Aber Road) will be removed to facilitate the access. It has been identified that this tree is in a poor condition and due to its location close to the building, could cause structural damage to the building. The trees to the front of the building will not be affected by the proposed development and will be retained. The Tree Officer has raised no objection to the proposed development. The Local Planning Authority (LPA) are aware that there had been some unauthorised works carried out to the two trees located within the courtyard area. Therefore, a condition to ensure that appropriate replacement trees are provided is recommended.

It has been brought to the LPA's attention that there is Japanese Knotweed on the site. The applicant has been made aware of this issue and details of a management plan and contract to deal with this have been submitted to the LPA. It is proposed that the works to remove the Japanese Knotweed will commence in September/ October 2021.

Developer Contributions

For a development generating 15 dwellings or more, core strategy policy CS07 would require 30% of the dwellings to be provided on site to be affordable housing. An affordable housing statement has been submitted with the application, stating that 5 registered housing providers (RPs) who operate in the area have been contacted. Emails to support this statement have been provided to the LPA, which demonstrate that there was no appetite for registered providers to take on and manage dwellings within this development. The Council's Housing Department has also confirmed that acquiring 5 leasehold flats within a privately owned listed building with service charges is not an attractive option, due to similar issues raised by the RPs. The proposal is for just 15 dwellings, and the proposed development would bring back into use a listed building in the conservation area which has been standing empty for a number of years, it is considered that it would be unreasonable to refuse this application due to the lack of provision of affordable housing in this instance. The benefits of the reuse of the building and the provision of housing to contributing to meeting housing targets is recognised.

Section 106 agreement

Regulation 122 of the CIL Regulations 2010 states that planning obligations (including Section 106) should be:

- Necessary to make the development acceptable in planning terms,
- Directly related to the development, and
- Fairly and reasonably related in scale and kind to the development.

A draft Heads of Terms for a section 106 agreement was submitted with the application, which confirmed agreement for a off-site contribution to parks and greenspaces.

A financial contribution of £22,819 for Parks and Green Spaces is sought for the proposed development. It is proposed that this contribution will be for improvements to landscaping and access at Highway Road Spinney.

Other matters

Some of the objections have raised concerns in relation to potential for antisocial behaviour. This is not a substantively material consideration in relation to a proposed conversion to flats.

Concerns raised over the party wall act and compliance with building regulations (including compliance with M4(2) regulations) are not material considerations and are covered by other legislation.

A number of objections had raised issue with the rear car park being separated from the site and sold off. As the listing includes the boundary walls, this area is still covered by the grade II listing.

Should the application be approved, a separate LBC would need to be submitted before any works to the building or boundary walls could be carried out. The applicant is aware of this requirement and has been advised to submit the application, however this has not been done to date.

Conclusion

The proposed development would bring back into use a vacant listed building located within the conservation area, which would require only minor alterations to the fabric of the building. It is considered that the proposed development would not have a detrimental impact on the amenity of neighbouring occupiers, highway safety and flood risk. It is considered that the living conditions for the prospective occupiers are acceptable. It is considered that the proposal would not be harmful to the character and appearance of the listed building, street scene or wider conservation area.

The proposal would provide additional housing within the City making a contribution to the City Council's 5-year housing land supply and would accord with the NPPF 2021, Core Strategy and the Local Plan.

I therefore recommend APPROVAL subject to the following conditions and the SIGNING OF A SECTION 106 AGREEMENT to secure the agreed financial contribution to parks and gardens:

CONDITIONS

1. The development shall be begun within three years from the date of this permission. (To comply with Section 91 of the Town & Country Planning Act 1990.)
2. No part of the development shall be occupied until the footway crossing(s) has/have been altered in accordance with guidance in the Leicester Street Design Guide. (To achieve satisfactory means of access to the highway, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)

3. No part of the development shall be occupied until secure and covered cycle parking has been provided, in accordance with written details previously approved by the local planning authority. The cycle parking shall be retained thereafter. (In the interests of the satisfactory development of the site and in accordance with policies AM02 and H07 of the City of Leicester Local Plan.)
4. Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a 'New Residents Travel Pack'. The contents of this shall be submitted to and approved in writing in advance by the local planning authority and shall include walking, cycling and bus maps, latest relevant bus timetable information and bus travel and cycle discount vouchers. (In the interest of sustainable development and in accordance with policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy.)
5. No part of the development shall be occupied until the bin store has been provided in accordance with the details approved. This provision shall thereafter be retained. (In the interests of the satisfactory development of the site and in accordance with policies H07 of the City of Leicester Local Plan.)
6. Before the occupation of any part of the development, all parking areas shall be surfaced and marked out in accordance with details which shall first have been submitted to and approved in writing by the local planning authority, and shall be retained for parking and not used for any other purpose. (To ensure that parking can take place in a satisfactory manner, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)
7. Prior to the commencement of any development full joinery details including horizontal and vertical cross sections of all window (scale 1:5 / 1:10 as appropriate) and door (inc. fanlights where relevant) (scale 1:10 / 1:15 as appropriate) types shall be submitted to and approved in writing by the local planning authority and the works shall be carried out in accordance with the approved details. (To preserve the special significance of the Grade II Listed Building and in accordance with Core Strategy policy CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
8. Prior to the commencement of any development a detailed elevation drawing and a cross-section of the new window openings to west elevation and the new doors to south sectional elevation A-A (scale 1:5 / 1:10 as appropriate), showing all materials to be used, shall be submitted to and approved in writing by the local planning authority and the works shall be carried out in accordance with the approved details. (To preserve the special significance of the Grade II Listed Building and in accordance with Core Strategy policy CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
9. The bricks and slates to be used for the external surfaces of the development shall be re-claimed from the partial demolition of the existing outbuildings and wall. If additional brickwork and slates are to be required, this should be made up of suitable reclaimed materials, a sample of which shall be submitted to and

approved in writing by the local planning authority in advance of any development taking place and the works shall be carried out in accordance with the approved details. (To preserve the special significance of the Grade II Listed Building and in accordance with Core Strategy policy CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)

10. Prior to the commencement of any development, details of the design and material specifications for railings, rainwater goods, paving and cycle/bin storage shall be submitted to and approved in writing by the local planning authority and the works shall be carried out in accordance with the approved details. (To preserve the special significance of the Grade II Listed Building and in accordance with Core Strategy policy CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
11. Prior to the commencement of any development, details of all external vents/extracts/flues/downpipes to be installed onto the listed building shall be submitted to and approved in writing by the local planning authority and the works shall be carried out in accordance with the approved details. (To preserve the special significance of the Grade II Listed Building and in accordance with Core Strategy policy CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
12. The development shall not commence until details of the type and location of x4 bat bricks/tiles/box and x4 bird bricks/boxes to be incorporated within the elevations of the proposed building have been submitted to and agreed in writing by the City Council as local planning authority. The locations should be determined by an ecologist who should also supervise their installation. The development shall be carried out in accordance with the approved details and the use of the installations monitored for a period of two years and the results shall be submitted annually to the local planning authority with the agreed features retained thereafter (In the interest of biodiversity and in accordance with NPPF (2021), Policy CS17 of the Core Strategy. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
13. Should the development not commence within 24 months of the date of the last protected species survey (June 2020), then a further protected species survey shall be carried out of all buildings, trees and other features by a suitably qualified ecologist. The survey results and any revised mitigation shall be submitted to and agreed in writing with the local planning authority and any identified mitigation measures carried out in accordance with the approved plan. Thereafter the survey should be repeated annually and any mitigation measures reviewed by the local planning authority until the development commences. (To comply with the Wildlife and Countryside Act 1981 (as amended by the CRoW Act 2000), the Habitat & Species Regulations 2017 and Policy CS17 of the Core Strategy.)

14. Prior to the commencement of development full details of the Sustainable Drainage System (SuDS) together with implementation, long term maintenance and management of the system shall be submitted to and approved in writing by the local planning authority. The use shall not commence until the system has been implemented. It shall thereafter be managed and maintained in accordance with the approved details. Those details shall include: (i) full design details, (ii) a timetable for its implementation, and (iii) a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the system throughout its lifetime. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
15. Prior to the commencement of development details of drainage, shall be submitted to and approved in writing by the local planning authority. The use shall not commence until the drainage has been installed in accordance with the approved details. It shall be retained and maintained thereafter. (To ensure appropriate drainage is installed in accordance with policy CS02 of the Core Strategy. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
16. No construction or demolition work, other than unforeseen emergency work, shall be undertaken outside of the hours of 0730 to 1800 Monday to Friday, 0730 to 1300 Saturday or at any time on Sundays or Bank Holidays, unless the methodology has been submitted to the City Council Noise and Pollution Control Team. The methodology must be submitted at least 10 working days before such work commences and agreed, in writing, by the City Council Noise and Pollution Control Team.
The City Council Noise and Pollution Control Team shall be notified of any unforeseen emergency work as soon as is practical after the necessity of such work has been decided by the developer or by anyone undertaking the works on the developer's behalf.
(In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
17. Prior to the commencement of development, a landscaping scheme showing the treatment of all parts of the site, including details of trees and shrubs to be planted, shall be submitted to and approved in writing by the City Council as local planning authority. The approved landscaping scheme shall be carried out within one year of completion of the development. For a period of not less than five years from the date of planting, the applicant or owners of the land shall maintain all planted material. This material shall be replaced if it dies, is removed or becomes seriously diseased. The replacement planting shall be completed in the next planting season in accordance with the approved landscaping scheme. (In the interests of amenity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)

18. Prior to the commencement of development, details of two 14-16cm extra heavy standard Betulas to be planted on site, including a drawing indicating the location of the trees to be planted, shall be submitted to and approved by the local planning authority. The trees shall be planted within one year of completion of the development. For a period of not less than five years from the date of planting, the applicant or owners of the land shall maintain all planted material. This material shall be replaced if it dies, is removed or becomes seriously diseased. The replacement planting shall be completed in the next planting season in accordance with the approved drawings. (In the interests of amenity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

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

9212/9C and 9212/17C, received by the local planning authority on 10 June 2021, 9212/3F and 9212/16D, received by the local planning authority on 6 July 2021, and 9212/5D, 9212/6A, 9212/7F, 9212/8E, 9212/10D, 9212/11D and 9212/12D, received by the local planning authority on 2 August 2021.

(For the avoidance of doubt).

NOTES FOR APPLICANT

1. The City Council, as local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant during the process (and/or pre-application).

The decision to grant planning permission with appropriate conditions taking account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 2021 is considered to be a positive outcome of these discussions.

2. The Highway Authority's permission is required under the Highways Act 1980 and the New Roads and Street Works Act 1991 for all works on or in the highway.

For new road construction or alterations to existing highway the developer must enter into an Agreement with the Highway Authority. For more information please contact highwaysdc@leicester.gov.uk.

3. With regards to the Travel Pack referred to above, the contents of the pack are intended to raise the awareness and promote sustainable travel, particularly for trips covering local amenities. The applicant can contact highwaysdc@leicester.gov.uk for advice.

4. Development on the site shall avoid the bird nesting season (March to September), but if this is not possible, a re-check for nests should be made by an ecologist (or an appointed competent person) not more than 48 hours prior to the commencement of works and evidence provided to the LPA. If any nests or birds in the process of building a nest are found, these areas will be retained (left undisturbed) until the nest is no longer in use and all the young have fledged. An appropriate standoff zone will also be marked out to avoid disturbance to the nest whilst it is in use.
All wild birds are protected under the Wildlife and Countryside Act (1981) as amended making it an offence to kill, injure or disturb a wild bird and during the nesting season to damage or destroy an active nest or eggs during that time.
5. It is unlikely that any construction or demolition work will be agreed outside of the hours detailed above unless the City Council Noise and Pollution Control Team is satisfied that
 - a) the work will not be detrimental to occupiers of neighbouring properties or
 - b) the developer is able to demonstrate that there is no practicable alternative to the proposed work taking place outside of these hours.
6. Japanese Knotweed is a controlled plant under Schedule 9 (s.14) of the Wildlife & Countryside Act (1981) as amended. It is an offence to plant or otherwise cause the species to grow in the wild. The plant is classed as controlled waste and any parts of the plant should be disposed of in accordance with the Environmental Protection Act (1990).
7. You are advised that this planning permission cannot be implemented unless and until you have received the necessary corresponding Listed Building Consent.

Policies relating to this recommendation

2006_AM01	Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
2006_AM02	Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
2006_AM12	Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
2006_BE20	Developments that are likely to create flood risk onsite or elsewhere will only be permitted if adequate mitigation measures can be implemented.
2006_H07	Criteria for the development of new flats and the conversion of existing buildings to self-contained flats.
2006_PS10	Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
2006_UD06	New development should not impinge upon landscape features that have amenity value whether they are within or outside the site unless it can meet criteria.
2014_CS02	Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.

- 2014_CS03 The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
- 2014_CS06 The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
- 2014_CS07 New residential development should contribute to the creation and enhancement of sustainable mixed communities through the provision of affordable housing. The policy sets out the broad requirements for affordable housing.
- 2014_CS08 Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
- 2014_CS14 The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.
- 2014_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
- 2014_CS17 The policy sets out measures to require new development to maintain, enhance and strengthen connections for wildlife, both within and beyond the identified biodiversity network.
- 2014_CS18 The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.

