

Leicester
City Council

MEETING OF THE PLANNING AND DEVELOPMENT CONTROL COMMITTEE

DATE: WEDNESDAY, 29 OCTOBER 2025

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 Surti (Chair)

Councillor Dr Moore (Vice-Chair)

Councillors Agath, Chauhan, Cole, Joel, Kennedy-Lount, Kitterick, Modhwadia,
Mohammed and Singh Patel

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

For Monitoring Officer

Officer contact:

**Jessica Skidmore, Governance Services Officer, email: jessica.skidmore@leicester.gov.uk / Sharif
Chowdhury, Senior Governance Services Officer, email: sharif.chowdhury@leicester.gov.uk
e-mail: jessica.skidmore@leicester.gov.uk**

Governance Services, Leicester City Council, City Hall, 115 Charles Street, Leicester, LE1 1FZ

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If you have any queries about any of the above or the business to be discussed, please contact: Error! No document variable supplied., **Governance Services Officer**. Alternatively, email jessica.skidmore@leicester.gov.uk, or call in at City Hall.

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PUBLIC SESSION

AGENDA

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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

Item 3

Members are asked to confirm that the minutes of the meeting of the Planning and Development Control Committee held on 1 October 2025 are a correct record.

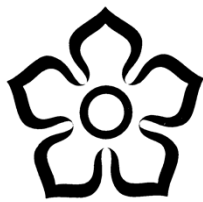
4. PLANNING APPLICATIONS AND CONTRAVENTIONS

Item 4

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) 20250285 - 252-258 KNIGHTON LANE EAST | Item 4a |
| (ii) 20250994 - 538 SAFFRON LANE | Item 4b |
| (iii) 20240552 - 8-14 RAYMOND ROAD & 234A
NARBOROUGH ROAD | Item 4c |

5. ANY OTHER URGENT BUSINESS



Leicester
City Council

Item 3

Minutes of the Meeting of the
PLANNING AND DEVELOPMENT CONTROL COMMITTEE

Held: Wednesday, 1 October 2025 at 5:30 pm

P R E S E N T :

Councillor Surti (Chair)
Councillor Dr Moore (Vice Chair)

Councillor Agath
Councillor Bajaj
Councillor Chauhan

Councillor Dave
Councillor Kennedy-Lount
Councillor Kitterick

Councillor Mohammed
Councillor Singh Patel
Councillor Waddington

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1 Apologies for Absence

Apologies received from Councillors Cole, Joel and Modhwadia. Substituted by Councillors Waddington, Bajaj and Dave.

2 Declarations of Interest

Members were asked to declare any interests they had in the business on the agenda.

There were no declarations of interest.

3 Minutes of the Previous Meeting

RESOLVED:

That the minutes of the meeting of the Planning and Development Control Committee held 23 July 2025 and 10 September 2025 be confirmed as a correct record.

4 Planning Applications and Contraventions

- (i) 20220709 - Burleys Way, Corah Factory Site

20220709 - Burleys Way, Corah Factory Site

Ward: Abbey

Proposal: Hybrid planning application comprising: FULL Planning Permission for the demolition of all buildings on site (excluding 2 chimneys and façade of the 1865 OTB building); alterations to the southern façade of the 1865 building (OTB); erection of 6 storey building at rear of retained facade to provide 45 flats (20 x 1 bed and 25 x 2 bed) (Class C3) with a mix of commercial, amenity and service areas on the lower levels; single storey side extension to retained façade and building; and up to 366sqm of commercial uses (Class E and F2) and OUTLINE permission for the construction of buildings up to 18 storeys to provide up to 1,100 dwellings (Classes C2 and C3), commercial uses (Classes E, F2 and Sui generis (public houses, wine bars, drinking establishments and hot food takeaways)), hotel (Use Class C1), multi-storey car park, pedestrian footbridge across Grand Union Canal with associated landscaping, public realm and associated infrastructure (with all matters reserved). (amended plans) (subject to a Section 106)

Applicant: CityRegen Leicester Ltd and Galliford Try Investment

The Planning Officer presented the report.

Oliver Corbett addressed the Committee and spoke in support to the application.

Burt McNeil addressed the Committee and spoke in opposition to the application.

Members of the Committee considered the application and Officers responded to questions and queries raised by the Committee.

RESOLVED: Permission was granted subject to conditions

CONDITIONS

1. That part of the development hereby approved in full, as defined on drawing OTB-AHR-XX-SC-DR-A-0550- S2 Rev P1 (hereby referred to as the Old Textile Building (OTB)) shall be carried out in accordance with the approved plans outlined in condition 72.

(For the avoidance of doubt and to ensure a satisfactory standard of development).

2. The OTB development shall be begun within five years from the date of this permission.

(To comply with Section 91 of the Town & Country Planning Act 1990.)

SITE WIDE CONDITIONS – PRIOR TO DEMOLITION

3. Development Delivery

In the instance of phased demolition, prior to any works on site including demolition, and with each reserved matters application(s), a phasing development plan (or plans) and indicative build out programme shall be submitted to and approved in writing by the local planning authority. The phasing development plan shall:

- i) Include details of how the proposed development Outline Plots/Development Plots are anticipated to be brought forward for approval of reserved matters including an indicative build out programme and an anticipated construction timetable;
- ii) Demonstrate the relationship between the proposed development and any completed plots or phases and the OTB;
- iii) Demonstrate the relationship between the proposed development and the completed or phases of public realm

Once approved it shall be known as the 'Approved Phasing' Plan unless or until a further iteration is approved. The subsequent demolition and redevelopment shall be carried out broadly in accordance with the approved plan.

(To ensure that the benefits of the Scheme which are relied upon to justify the demolition of buildings of heritage value are delivered. In accordance with Core Strategy policies CS03, CS04 and CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

4. In the instance that demolition is carried out as one building operation, no demolition of any building (other than works to the OTB) shall take place until details of the development contract for the redevelopment of either Plot OP1.1 or frontage development on Plot OP2 has been submitted to and approved in writing by the local planning authority pursuant to a reserved matters application(s). The development contract shall include an indicative build out programme and an anticipated construction timetable. The subsequent demolition and redevelopment shall be carried out broadly in accordance with the approved contract.

(To ensure the satisfactory redevelopment of the application site prior to the existing building loss in accordance with Core Strategy policies CS03, CS04 and CS18, the NPPF. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

5. Archaeology (Investigations & Reporting)

A) No demolition shall take place until a Programme of Archaeological Work has been submitted to and approved in writing by the Local Planning Authority in general accordance with the submitted Written Scheme of Investigation (dated 29/02/2022). The Programme shall include:

- (1) an assessment of significance and how this applies to the regional research framework;
- (2) the programme and methodology of site investigation and recording;
- (3) the programme for post investigation assessment;
- (4) provision to be made for analysis of the site investigation and recording;
- (5) provision to be made for publication and dissemination of the analysis and records of the site investigation;
- (6) provision to be made for archive deposition of the analysis and records of the site investigation;
- (7) nomination of a competent person or persons or organization to undertake the works set out within the Written Scheme of Investigation.

B) No demolition or development shall take place other than in accordance with the Programme of Archaeological Work approved under (A) above.

C) No part of the development (Full or Outline) shall be occupied until the site investigation and post investigation assessment for that Plot has been completed in accordance with the Programme approved under (A) above, and the provision made for

analysis, publication and dissemination of results and archive deposition has been secured.

(To ensure that any heritage assets that will be wholly or partly lost as a result of the development are recorded and that the understanding of their significance is advanced 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).

6. Archaeology (Ground Disturbance)

Before any demolition or development is begun within each Development Plot, the following details shall be submitted to and approved in writing by the Local Planning Authority:

i. Details of all below ground disturbance including but not limited to basement, foundations, piling configuration, drainage, services trenches and temporary works for that Plot, to be included in a detailed Design & Method Statement. Such details must show the preservation of surviving archaeological remains which are to remain in situ.

ii. The basement, foundations and piling configuration for that Plot shall be constructed in accordance with the details set out on the drawings and Design & Method Statement approved under (i) above.

(To help to determine the extent and impact of the loss of heritage assets of archaeological interest that will result from this development; and in accordance with Core Strategy policy CS18.)

7. Biodiversity

Prior to the commencement of any demolition and prior to the commencement of development for each Development Plot, a Construction Environmental Management Plan (CEMP: Biodiversity) for that Plot shall be submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- i) Risk assessment of potentially damaging construction activities;
- ii) Identification of "biodiversity protection zones";
- iii) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- iv) The location and timing of sensitive works to avoid harm to biodiversity features;
- v) The times during construction when specialist ecologists need to be present on site to oversee works;
- vi) Responsible persons and lines of communication;
- vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and,
- viii) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP (Biodiversity) shall be adhered to and implemented throughout the demolition and construction period.

(To ensure the satisfactory development of the site and to avoid harm to protected species and important wildlife corridors. In accordance with Core Strategy policy CS17. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

8. Demolition/ Construction Method Statement

Prior to the commencement of demolition within an Outline Plot and prior to the commencement of development for each Outline Plot, a Construction Method Statement for the demolition and construction of each Plot (or part of thereof), with

consideration being given to the water environment and flood risk management, shall be submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the demolition and construction period. The Statement shall provide for:

- i) the vehicle and pedestrian temporary access arrangements including the parking of vehicles of site operatives and visitors;
- ii) the loading and unloading of plant and materials;
- iii) the storage of plant and materials used in the construction of the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities and sweeping to prevent and remove dirt/debris deposited on the highway;
- vi) measures to control the emission of dust and dirt during construction;
- vii) a scheme for the storage, recycling, and disposing of waste resulting from the demolition and construction works
- viii) the proposed phasing of demolition and development and a detailed description of the works in each phase
- ix) the temporary access arrangement to the construction site;
- x) procedures to ensure flood risk is managed on site during the period of works for personnel, plant and members of the public
- xi) the procedures to ensure flood risk is not increased anywhere outside of the site for the duration of the works;
- xii) the procedures to ensure pollution and sedimentation is minimised to any adjacent watercourse and the procedure to be used in case of a pollution incident;
- xiii) the measures that will be undertaken to ensure the structure of any adjacent watercourse is not impacted by the proposed development.
- xiv) measures shall also include details of hours of operation with a provision for circumstances where extended hours may be needed.
- xv) details of temporary parking/service areas to be provided, retained and kept available at each stage of construction of the development.
- xvi) a list off all works to be carried out in the highway and arrangements to facilitate these works, including temporary traffic management plan/s and permits, licences and TTROs required.

(To ensure the satisfactory development of the site, and in accordance with saved policies AM01, PS10, PS11 and UD06 of the City of Leicester Local Plan and Core Strategy policy CS02 and CS03. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

9. Construction Noise

Unless otherwise agreed through a Construction Method Statement pursuant to condition 8 (above), construction operations utilising site equipment and/or plant and machinery generating noise that exceeds 65(dBA) Laeq (over a 1 hour period) at the façade of residential or noise sensitive premises shall only be carried out between the hours of 0800 to 1800 Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays and Bank Holidays.

(In the interests of neighbouring amenity and in accordance with saved policies PS10 and PS11 of the City of Leicester Local Plan).

10. Working Time Limits

No construction or demolition work, other than unforeseen emergency work, shall be undertaken outside of the hours of 0800 to 1800 Monday to Friday, 0800 to 1800 Saturday or at any time on Sundays or Bank Holidays, unless the methodology for any

exceptions to this has been submitted to and agreed by 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.

(To protect the amenity of nearby residents in accordance with saved policy PS10 of the Leicester Local Plan).

11. Protected Species Surveys

Prior to the commencement of any demolition on site, where any extant protected species surveys as approved in Condition 72 are no longer valid, protected species surveys shall be carried out of all appropriate buildings, areas and features by a suitably qualified ecologist. The survey results and any revised mitigation measures (the Report) shall be submitted to and approved in writing by the Local Planning Authority. Demolition shall be carried out in accordance with any identified mitigation measures in the approved Report.

(In accordance with Core Strategy Policy CS17 AND to comply with the Wildlife and Countryside Act 1981 (as amended by the CRoW Act 2000), the Habitat & Species Regulations 2017. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

CONDITIONS RELATING TO THE FULL PERMISSION

12. Structural Drawings

Prior to any structural works being carried out, including demolition associated with the OTB, full structural engineers drawings confirming the design solution for the careful dismantling of the parts of the Old Textile Building (OTB) that are not being retained and the proposed propping of the retained façade, as well as the enabling works and full construction works for the modern structure affixed to the retained historic façade shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

i) A method statement for the primary demolition works and details of how any other demolition works in close proximity to the heritage asset will ensure the integrity of the structure is protected;

ii) Details of how historic material, such as brickwork and stonework, will be carefully dismantled for reuse where possible in the reconstructed side elevations;

iii) Detailed designs for both the temporary propping of the historic façade and the works to tie in the permanent structure to it.

All works associated with and close to the OTB facade shall be carried out in accordance with these approved details.

(To ensure all reasonable steps are taken to protect this locally listed façade during demolition and subsequent redevelopment, 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).

13. OTB Conservation and Repair Works

Prior to the commencement of any works to redevelop the OTB, details confirming the extent of external repair / alteration works to the OTB shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

i) Specification and schedule of work for stone/brick repairs and repointing;

ii) Specification of conservation cleaning and provision of cleaning test patch in a less obtrusive location;

iii) Specification for repairs to more minor retained details, such as rainwater goods.

The OTB development shall be carried out in accordance with these approved details.

(To maintain the character and appearance of this locally listed facade and in accordance with policy CS18 of the Core Strategy.)

14. OTB Window and Door Details

Prior to the commencement of the re-development of the OTB full details including horizontal and vertical cross sections of all windows (scale 1:20 / 1:5 as appropriate) and doors (scale 1:5 / 1:10 as appropriate) types shall be submitted to and approved in writing by the Local Planning Authority and the works carried out in accordance with the approved details.

(To maintain the character and appearance of this locally listed facade and in accordance with policy CS18 of the Core Strategy.)

15. OTB Materials Specification

Prior to the commencement of the re-development of the OTB, the following shall be submitted to the local planning authority for inspection on site and approval in writing:

i) Full details of all external materials to be used in the construction of the OTB on a sample panel drawing, including all manufacturer specifications,

ii) A full size sample panel(s) (in accordance with (i) above) showing all materials to be used on the external finishes, including the brick type, mortar and bonding as well as the stone string course shall be constructed for inspection and approval in writing by the Local Planning Authority.

The OTB development shall be carried out only in accordance with the approved details.

(In the interests of visual amenity and design quality, and in accordance with Core Strategy policies CS03 and CS18 and paragraph 135 of the NPPF).

16. OTB Access Arrangements

Prior to the commencement of the re-development of the OTB, full details of the means of access for pedestrians, cyclists and general vehicle access for the OTB including for delivery and servicing shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

i) access routes for pedestrians, cyclists and vehicles between the OTB and the adopted highway,

ii) Proposed alterations required within the adopted public highway, including alterations to existing footways, pedestrian crossing points, carriageways and amendments to TROs in place in order to enable creation of the access.

iii) any proposed new areas within the site to be offered for future highway adoption.

The approved details shall be implemented and open for use prior to occupation of any part of the OTB.

(In the interests of highway safety and convenience of all highway users, including disabled people and pram and wheelchair users, the amenity of future residents, visual amenity and in accordance with saved policies AM01, AM02, and H07 of the City of Leicester Local Plan and Core Strategy policies CS03, CS14 and CS15)

17. OTB Sustainable Drainage Systems (Surface Water Drainage)

Prior to the commencement of the re-development of the OTB full details of the Sustainable Drainage System (SuDS) for the OTB together with implementation, long term maintenance and management of the system shall be submitted to and approved in writing by the Local Planning Authority. No part of the OTB shall be occupied or brought into use, until the system has been implemented in full. 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).

18. OTB Drainage

Prior to the commencement of the re-development of the OTB, details of drainage system for the OTB shall be submitted to and approved by the Local Planning Authority. No part of the OTB shall be occupied or brought into use 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).

19. OTB Flood Risk Assessment

Development of the OTB shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated (March 2022) (CSL-BWB-ZZ-XX-RP-YE-001_FRA) and the following mitigation measures detailed within the FRA, insofar as they relate directly to the OTB:

- i) Safe access/egress
- ii) Flood resistance and resilience measures

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.

(To ensure safety of future occupiers from flood risk and in accordance with Core Strategy policy CS02).

20. OTB Energy Efficiency Measures

Prior to the commencement of the re-development of the OTB full design details of energy efficiency measures and low carbon technologies to be installed at the OTB shall be submitted to and approved in writing by the Local Planning Authority. Development of the OTB shall be carried out in accordance with the approved details and no part of the OTB shall be occupied until evidence demonstrating satisfactory operation of the approved scheme including on-site installation has been submitted to and approved in writing by the Local Planning Authority.

(In the interests of securing energy efficiency in accordance with Core Strategy Policy CS02).

21. OTB Commercial Use Time Restriction

The commercial use hereby approved in the OTB shall not be carried out outside the hours of 0700 and 2300 daily.

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

22. OTB Ground Floor Amenity/Commercial Use Confirmation

Prior to the OTB being brought into use, details of the final use of the Ground Floor currently labelled as "Amenity or Commercial Space" on plan no. OTB-AHR-XX-GF-DR-A-0500-P2 rev. P2 received on 21/02/2024, shall be submitted to and approved in writing by the Local Planning Authority.

(In the interests of the amenities of future occupiers, and in accordance with saved policy PS10 of the City of Leicester Local Plan.)

23. OTB Basement Use Restriction

The internal amenity space in the OTB basement identified on plan no. OTB-AHR-XX-BS-DR-A-0500 Rev. P1, received on 22/09/2023, shall be made available for use by the residents of the OTB only and for no other purposes.

(In the interests of the amenities of future occupiers, and in accordance with saved policy PS10 of the City of Leicester Local Plan.)

24. OTB Flue, Extraction Unit, Air Conditioning Unit Details

No flue, extraction unit or air conditioning unit shall be installed to any external wall of the OTB without details first being submitted to and approved in writing by the Local Planning Authority.

(To maintain the character and appearance of this locally listed facade and in accordance with policies CS03 and CS18 of the Core Strategy.)

25. OTB Cycle Parking

Prior to the OTB being brought into first use/occupation, details of secure and sheltered cycle parking for occupiers and employees shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following:

1. Cycle parking use/allocation within the OTB area;
2. Interim arrangements for cycle parking prior to the Multi-Storey Car Park (MSCP) being developed; and
3. Final cycle parking use/allocation within the MSCP.

Cycle parking shall be made available to residents of the OTB in accordance with these approved details.

(In the interests of the satisfactory development of the site and in accordance with saved policy AM02 of the City of Leicester Local Plan).

26. OTB Management Plan

Prior to the OTB being brought into first use/occupation, a site Management Plan for the OTB shall be submitted to and approved in writing to the Local Planning Authority. The plan shall include details of the following:

- i) Safety and security measures separating the commercial and residential uses and incidental areas;
- ii) Details of deliveries and servicing of the site;
- iii) Management of waste and cycle areas (including how these areas would remain separate between the residential and commercial uses); and

iv) Management of Waste collection from the residential and commercial uses (to include interim arrangements whilst the phased development (Outline) is under construction.

The site shall be managed in accordance with the approved Management Plan at all times.

(In the interests of the satisfactory development of the site and in accordance with saved policies H07 and PS10 of the City of Leicester Local Plan).

CONDITIONS RELATING TO THE OUTLINE PERMISSION

27. Outline Implementation Time Limits

Applications for the approval of all Reserved Matters, comprising the external appearance, layout, landscaping, access and scale, shall be submitted to the Local Planning Authority no later than seven years from the date of this permission. The development of any Outline Plot (or part thereof) and/or Area of Public Realm must be commenced within 3 years of the date of the approval of the final Reserved Matters approval in respect of that phase.

(To comply with Section 92 of the Town and Country Planning Act 1990).

28. Outline - Plots OP4 & OP5 Design Codes

Prior to the submission or included with of Reserved Matters applications for Plots OP4 or OP5, a Design Code for each or both plots shall be submitted to and approved in writing by the Local Planning Authority. Any subsequent Reserved Matters application for Plots OP4 and OP5 shall be carried out in accordance with the approved Design Code of that Plot.

(To guide the detailed design of the development and ensure the quality of design and protection of townscape and heritage assets in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy Policies CS03 and CS18).

29. Outline - Reserved Matters Application Requirements

No development within a 'Development Plot' hereby approved, shall be begun until details of all reserved matters for that 'Development Plot' (appearance, landscaping, layout, access and scale – the Reserved Matters) have been submitted to and approved in writing by the Local Planning Authority. Any application for Reserved Matters shall include:

i) a Completed Design Code checklist(s) applicable to the Development Plot(s) for which the Reserved Matters approval is sought.

ii) Detailed drawings including means of highway access for pedestrians, cyclists and vehicles including for servicing and delivery, road/footpath layouts, including connectivity for pedestrians and cyclists through the site (including tie-in details where required), areas of proposed new highway, and plot layouts.

iii) Detailed drawings to a scale of not less than 1:100 showing the siting, design and external appearances of the building(s), including particulars of the materials to be used for all elevations and roofs.

iv) Detailed drawings to a scale not less than 1:500 of a landscaping scheme.

(To ensure a satisfactory appearance and development of the site in accordance with Core Strategy policy CS03).

30. Outline – Details of Off-Site Highway Works

Prior to commencement of development (excluding demolition) of each Outline Plot and/or Development Plot that adjoins an external road(s), details of the off-site works within the public highway relating to that plot and for the road(s) fronting that plot

shall be submitted to and approved in writing by the Local Planning Authority in consultation with the City Highways Authority.

The details shall include:

- i) alterations to any existing and proposed new accesses;
- ii) alterations to the existing footways including areas of widening into the development site;
- iii) alterations to the carriageway, including alterations to existing TROs;
- iv) proposed materials including areas of enhanced feature paving;
- v) locations of trees, tree pits, and planting; street lighting proposals;
- vi) any such matters as necessary to ensure safe operation the surrounding highway; and
- vii) timescales for the completion of those highways works.

For the avoidance of doubt, with the exception of Burleys Way, the consideration of necessary alterations within the highway fronting the site shall include entire highway corridor extents.

The approved details shall be implemented in accordance with the approved details and within the approved timescales.

(In the interests of highway safety and convenience of all highway users, including disabled people and pram and wheelchair users, the amenity of future residents, visual amenity and in accordance with saved policies AM01, AM02, and H07 of the City of Leicester Local Plan and Core Strategy policies CS03, CS14 and CS15)

31. Outline – Compliance with Approved Plans & Documents

The Outline part of the development hereby granted approval and any subsequent Reserved Matters shall be carried out in accordance with the approved plans detailed in condition 72.

(For the avoidance of doubt).

32. Outline – Compliance with Approved Design Parameters

The Outline part of the development hereby granted approval and any subsequent Reserved Matters shall not exceed the maximum parameters with regard to footprint, height, floorspace and volume, as shown on the approved plans detailed in condition 72.

(To ensure the protection of townscape and heritage assets in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy Policies CS03 and CS18).

33. Outline – Public Realm Phasing Plan & Delivery Timetable

Prior to or as part of the submission of the first Reserved Matters application which includes the whole or part of the Public Realm (as identified in Public Realm Extents, Ref. FCF-MAB-ZZ-ZZ-DR-A-00105-S1 P19), a Public Realm Phasing Plan and Delivery Timetable shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of which areas of Public Realm will be implemented as part of any Development Plot containing built form, or if the Public Realm will be delivered independently. The public realm shall be built in accordance with the approved Phasing and Delivery Plan.

(To ensure that the benefits of the Scheme which are relied upon to justify the demolition of buildings of heritage value are delivered. In accordance with Core Strategy policies CS03, CS04 and CS18.)

34. Works Associated with the Retained Chimneys

Prior to any site clearance within 8 metres of the retained chimneys or of any structures connected to the chimneys, the following details shall be submitted to and approved in writing by the Local Planning Authority:

i) full engineering drawings and a method statement for clearing the area around the two chimneys;

ii) details of any required protection of the chimneys during demolition and construction, and;

iii) details of structural repairs required to the chimneys.

All works close to the chimneys shall be carried out in accordance with these approved details.

(To ensure all reasonable steps are taken to protect the locally listed chimneys, and in accordance with Core Strategy policy CS18.)

35. Bridge Delivery

Prior to the commencement of the first development approved for either Outline Plots OP4 or OP5 (or part thereof) pursuant to a reserved matters approval, a development contract shall have been signed to secure the commencement of the Bridge Development to complete the link through the site (as approved pursuant to a reserved matters application(s) under this permission) and details of this contract shall have been submitted to and approved in writing by the Local Planning Authority. The contract shall include an indicative build out programme and an anticipated construction timetable.

The development of the bridge and connection through the site shall be carried out in accordance with the arrangements so approved.

(To ensure that the benefits of the Scheme which are relied upon to justify the demolition of buildings of heritage value are delivered. In accordance with Core Strategy policies CS03, CS04 and CS18).

36. Development of the Bridge

Any reserved matters application which includes the proposed bridge must be submitted with the following details:

i) Full details of the detailed structural design, in accordance with requirements set out in Design Manual for Roads and Bridges, CD 353 Design criteria for footbridges, appearance, materials and finishes to be used in its construction;

ii) A Biodiversity Net Gains (BNG) Metric to demonstrate how the proposal will provide a net gain for biodiversity above 0%.

iii) An Arboricultural Assessment of the trees within Abbey Park that may be affected by the proposed bridge landing, including details of replacement landscaping and replanting;

iv) Detailed plans for any necessary regrading of the land within Abbey Park, including section drawings; and

v) Ecology surveys of that section of the site within Abbey Park, including details of mitigation (repeat surveys should be carried out as per guidelines), unless such surveys as previously submitted and approved in accordance with Condition 71 remain valid.

The bridge development must be carried out in accordance with the approved details.

(In the interest of protecting the trees and wildlife within Abbey Park and in accordance with saved policy UD06 of the Leicester Local Plan and policies CS03 and CS17 of the Core Strategy).

37. Outline – Bridge Construction Method Statement

No works to construct the public realm ('Grand Union Park; adjacent to the Grand Union Canal) or to construct the footbridge over the canal (including demolition/site clearance operations) shall take place until:

i) a Method Statement detailing the proposed method of all required demolition/site clearance operations and the design and means of construction of the foundations of the bridge and any structures to be constructed within the public realm, together with any other proposed earthmoving or excavation works as may be required, has first been submitted to and agreed in writing by the Local Planning Authority.

ii) The Method Statement shall be informed by a condition survey of the Grand Union Canal washwall and shall identify and shall incorporate any measures required to avoid the risk of the development adversely affecting the structural integrity of the Grand Union Canal (such as vibration monitoring during any piling operations or establishment of stand-off distances from the canal for operating plant or machinery) during demolition/site clearance and construction operations and any strengthening works to the canal washwall as may be necessary to facilitate the development.

iii) Means of access to bring necessary plant and materials on site, alongside the adjacent Outline Plots OP4 and OP5.

The development shall thereafter only be carried out in accordance with the agreed Method Statement.

(In the interests of avoiding the risk of creating land instability arising from any adverse impacts from demolition/site clearance operations, foundation construction, earthmoving, excavations or other construction operations which could adversely affect the structural integrity of the adjacent Grand Union Canal in accordance with the advice and guidance on land stability contained in paragraphs 174 and 183 of the National Planning Policy Framework and in the National Planning Practice Guidance).

38. Outline –Multi Storey Car Park - Plot OP3 Parking Management Plan)

Any Reserved Matters Application for Outline Plot OP3 (Multi-Storey Car Park (MSCP)) shall be submitted with a Parking Management Plan identifying who would have use of these parking spaces and management arrangements for the same. The MSCP shall only be used by residents of the development, their visitors and by staff of the commercial units on the site, or their visitors and any on-site management functions, and shall not be made available for use by the general public.

(To ensure that parking can take place in a satisfactory manner; and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03).

39. Outline – Approval of Design Details A

Each Reserved Matters application that includes details of appearance shall be submitted with details of all external materials for that Development, including a sample panel(s) drawing (at a scale of 1:20) and a materials schedule. (In the interests of visual amenity and to secure design quality and in accordance with Core Strategy policy CS03 and NPPF 2024 Chapter 12 Achieving Well-Designed Places).

40. Outline – Approval of Design Details B

Prior to any works above slab level of each Development Plot, a materials schedule for that Development Plot alongside the approved Sample Panel drawing shall be submitted to and approved in writing by the Local Planning Authority. All materials for use on the building(s) and surface treatments/ landscaping shall be provided, including the product and manufacturer specification. The materials shall be in broad accordance with the details approved pursuant to condition 39. The Sample panel(s), shall be constructed on site for that Development Plot showing, (but not necessarily

limited to) construction techniques, brick, bonding & mortar, window frames, reveals, ventilation panels/louvres and cladding for inspection and approval in writing by Officers. The development within each Outline Plot shall be constructed in accordance with the approved details. (In the interests of visual amenity and to secure design quality and in accordance with Core Strategy policy CS03 and NPPF 2024 Chapter 12 Achieving Well-Designed Places).

41. Outline – Low Carbon Heating Option Details

Applications for the approval of Reserved Matters for any phase of development hereby approved shall include further details of low carbon options for heating those phases that are proposed to be served by gas boiler systems. Further details of use of low carbon technologies, in addition to the considerations of decarbonisation, WSHPs and connections to District Heating systems shall be submitted to and agreed in writing with the Local Planning Authority. The system shall thereafter be implemented as approved and retained as such.

(In the interests of securing energy efficiency in accordance with Core Strategy Policy CS02).

42. Outline – Landscape & Ecological Management Plan (LEMP)

Applications for the approval of Reserved Matters for any phase of the development hereby approved shall be submitted with a detailed Landscape and Ecological Management Plan (LEMP) showing the treatment and maintenance of all parts of that plot which will remain unbuilt upon shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall include details of:

i) the position and spread of all existing trees, shrubs and hedges to be retained or removed;

ii) new tree and shrub planting, including plant type, size, quantities and locations; (iii) means of planting, including details of tree pits to be provided within the existing and proposed future adoptable highway, staking, and tying of trees, including tree guards;

iv) other surface treatments;

v) fencing and boundary treatments, including details of the entrance gates;

vi) any changes in levels;

vii) the position and depth of service and/or drainage runs (which may affect tree roots),

viii) a detailed plan of the biodiversity enhancements on the site such as meadow creation and hedgerows including a management scheme to protect habitat during site preparation and post-construction.

ix) details of specification and maintenance of green/brown roofs;

x) details of the make and type of bird boxes/tiles/bricks and bat boxes/tiles/bricks to be erected on buildings and invertebrate bricks under the guidance and supervision of a qualified ecologist.

The approved LEMP shall contain details on the after-care and maintenance of all soft landscaped areas and be carried out within one year of completion of the development. For a period of not less than ten 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 and a written assessment of the landscaped/habitat areas and use by wildlife/species present shall be submitted annually to the Local Planning Authority.

(In the interests of amenity, and in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS03 Urban Design, CS 17 Biodiversity).

43. Outline- Statement of Student Housing Need (PBSA)

Any Reserved Matters application for purpose-built student accommodation (sui generis) shall be submitted with a Statement of Student Need Assessment, explaining how the proposals accord with the criteria set out in the Council's Student Housing Supplementary Planning Document 2012 (or any adopted document superseding this).

(To ensure a satisfactory form of development and in accordance with Core Strategy policy CS06).

44. Outline- Plot Based Daylight, Sunlight and Overshadowing Assessments

Each Reserved Matters application for each Outline and/or Development Plot shall be accompanied by an updated Daylight, Sunlight and Overshadowing Assessment to demonstrate the effect of the design of the proposed building (based on planning permissions and Reserved Matters approvals at that time combined with the approved Parameter Plans for the outstanding Plots) upon the amenity enjoyed by the future residential occupiers within their habitable rooms, upon any shared private amenity areas and any areas of public realm within that Plot.

(To ensure that the amenity of future occupiers is acceptable in accordance with saved policy PS10 of the Leicester Local Plan and Core Strategy policy CS03).

45. Outline – Residential C3 Compliance Details

All residential units falling within Use Class C3 coming forward as part of any subsequent reserved matters applications pursuant to this outline permission shall be constructed to meet the Nationally Described Space Standards (Technical housing standards – nationally described space standard, Department for Communities and Local Government March 2015) or any successor to those standards.

(To ensure that all dwellings provide an adequate standard of accommodation for future occupants, in accordance with Core Strategy policy CS03 and saved policies H07 and PS10 of the Leicester Local Plan, and the Technical housing standards – national described space standard (2015).

46. Outline – Residential Layouts M4(2) Compliance Details

Unless developed as purpose-built student accommodation, all dwellings and the associated parking and approaches shall be constructed in accordance with Category 2: accessible and adaptable dwellings M4(2) Optional Requirement. Prior to the occupation of any dwelling within a specific Development Plot, a completion certificate relating to that Development Plot signed by the relevant inspecting Building Control Body shall be submitted to the Local Planning Authority certifying compliance with the above standard.

(To ensure the dwellings are adaptable enough to match lifetime's changing needs in accordance with Core Strategy policy CS06).

47. Outline – Updated Wind Assessment

An updated Wind Assessment shall be submitted with each Reserved Matters Application. The updated Wind Assessment(s) shall take account of the parameter plans, or the details contained within the most recently approved Reserved Matters applications, whichever is more recent.

(To mitigate against the effects of any adverse wind conditions in order to allow occupiers, visitors and users of the site to fully use the public realm. In accordance with Core Strategy policy CS03).

48. Outline – Fire Statement

Any Reserved Matters Application proposing a residential building (as defined by article 9A of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended article 4 of the 2021 Order) shall be supported by a Fire Statement as detailed in article 9A of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended article 4 of the 2021 Order.

(To ensure the safety of occupiers and good building practices in accordance with Core Strategy policy CS03).

49. Outline – Vehicle Parking Details

Any Reserved Matters application(s) which include vehicle parking (other than the MSCP in Outline Plot OP3) shall be submitted with details of parking allocation and management. The residential car parking provision subsequently approved within any plot shall be used only for the vehicles of the residents of the development or their visitors and for no other purpose, including public, commuter or contract parking. Parking in each respective Outline Plot shall be used only in accordance with the approved details.

(In the interests of the satisfactory development of the site and in accordance with saved policies AM02 and H07 of the City of Leicester Local Plan).

50. Waste Management

Applications for the approval of Reserved Matters for any Outline and/or Development Plot shall include details of waste management provision for that building. Details shall include:

- i) The proposed storage for external non-recyclable waste and recycling containers.
- ii) The calculations made to determine the overall storage allowance for a maximum of once a week collection.
- iii) The proposed access and collection routes for collection vehicles.
- iv) Reversing distances (if reversing cannot be avoided).
- v) Distances between vehicle collection points and storage areas.
- vi) A turning assessment that has been made using the appropriate software (e.g. Auto Track) and taking into account the vehicle dimensions.
- vii) A statement detailing how the containers will be transported that to the waste collection point at ground level (in developments where the storage is proposed underground).

The development shall be carried out in accordance with these approved details.

(To achieve a satisfactory form of development, and in accordance with saved policies AM01 and H07 of the City of Leicester Local Plan and Core Strategy policy CS03).

51. Outline – Commercial Uses Ventilation, Air Conditioning & Flue Strategy

Prior to the installation of any external plant within an Outline and/or Development Plot, a ventilation and flue strategy serving the associated commercial uses within that Plot showing the means of mechanical extraction terminating at roof level including details of noise control, external ducting and predicted noise levels at all surrounding proposed and existing noise sensitive receptors.

(To ensure the protection of townscape and heritage assets in accordance with saved policy UD06 of the City of Leicester local Plan and Core Strategy policies CS03 and CS18).

52. Outline – Compliance with Class E Floorspace Restrictions

The quantum of Class E floorspace permitted within the buildings shall not exceed the details outlined in Section 4.7 of the approved Development Specification (Ref. 3859LE/R002 v11, dated July 2025).

(To ensure that the development does not have any adverse impacts on the vitality and viability of existing centres in accordance with Core Strategy policy CS11 and for the avoidance of doubt).

CONDITIONS RELATING TO ALL PARTS OF THE DEVELOPMENT

53. Contaminated Investigation & Land Remediation

No development shall be carried out within each Outline and/or Development Plot (not including demolition and site clearance works) until that Plot has been investigated for the presence of land contamination, and a Site Investigation Report incorporating a risk assessment and, if required, scheme of remedial works for that plot to render the site suitable and safe for the development, has been submitted to and approved in writing by the Local Planning Authority.

The approved remediation scheme for each plot shall be implemented and a completion report for each Development Plot shall be submitted to and approved in writing by the Local Planning Authority before any part of the development in each plot is occupied. Any parts of the site where contamination was previously unidentified and found during the development process shall be subject to remediation works carried out and approved in writing by the Local Planning Authority prior to the occupation of any phase of the development. The report of the Site Investigation Report and related survey findings shall include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, pets and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This shall be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11".

(To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved policy PS11 of the City of Leicester Local Plan.)

54. Unforeseen Contamination

If, during development of any Plot, contamination not previously identified or that would not reasonably be expected to be identified is found to be present at the site then no further development for that Plot shall be carried out until an updated remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.

(To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by unacceptable levels of land and water pollution from previously unidentified contamination sources at the development site and in accordance with saved policy PS11 of the City of Leicester Local Plan.)

55. Sustainable Drainage Systems (SuDS)

Prior to the commencement of development within any Outline and/or Development Plot, 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. No part of the development within any Plot shall be occupied or brought into use, until the approved system for that plot has been implemented in full. 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).

56. Drainage Details

Prior to the commencement of development in each Outline and/or Development plot excluding the OTB, details of drainage system, shall be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied or brought into use until the drainage for that plot 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).

57. Flood Risk Compliance

The development shall be carried out in accordance with the submitted flood risk assessment (BWB, March 2022, ref. CSL-BWB-ZZ-XX-RP-YE-0001_FRA and the following mitigation measures it details:

- i) The finished floor level of Block F shall be set no lower than 53.8 metres above Ordnance Datum (AOD)
- ii) Ground levels shall not be lowered at the site
- iii) The proposed bridge over the Grand Union Canal shall have a soffit height no lower than 53.68mAOD
- iv) The proposed bridge shall be clear-span in design with footings located outside of the floodplain (flood zone 1).

These mitigation measures shall be fully implemented prior to occupation of the final Development Plot and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

(To reduce the risk of flooding to the proposed development and future occupants; to prevent new flow paths being created for floodwater through the site; to ensure the bridge does not obstruct floodwater during a flood event; and to ensure the bridge footings do not obstruct or constrict/divert flood water during a flood event, and do not occupy floodplain storage. In accordance with Core Strategy policy CS02).

58. Acoustic Survey & Noise Insulation Details

Prior to the commencement of any above ground works relating to any Development Plot (Full or Outline), an acoustic survey shall be undertaken for that Plot to assess noise from road traffic, external plants and commercial premises especially during peak periods (Thursday, Friday and Saturday) including night time assessments. A Noise Insulation scheme to prevent the transmission of noise into each development Plot shall be carried out in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority. The Noise Insulation scheme shall incorporate mechanical ventilation to allow windows to remain closed irrespective of the external conditions if identified as being necessary by the approved noise survey. Windows should not be permanently sealed closed but should be able to be kept closed, by choice, whilst allowing residents to enjoy an adequate source of fresh air.

(In the interests of residential amenity and in accordance with saved policies PS10, PS11 and H07 of the City of Leicester Local Plan).

59. Noise Insulation Between Commercial & Residential Uses

Prior to any above ground construction of any Development Plot (Full or Outline) which includes commercial uses, details of noise insulation between the ground or lower floor commercial uses and the residential uses at the upper floors shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation shall be installed in accordance with the approved details.

(In the interests of residential amenity and in accordance with saved policies PS10, PS11 and H07 of the City of Leicester Local Plan).

60. Overheating Assessment

Prior to the commencement of any above ground works relating to any Development Plot (Full or Outline) where a Noise Assessment has deemed that windows cannot be opened; an Overheating Assessment and suitable mitigation measures, if deemed necessary, shall be submitted to and approved in writing. The development must be carried out in accordance with the approved details.

(In the interests of residential amenity and in accordance with saved policies PS10, PS11 and H07 of the City of Leicester Local Plan).

61. External Lighting Details

Prior to the installation of any external lighting within any Development Plot (Full or Outline) or within areas of Public Realm, a detailed design plan of lighting to be used which shows the locations of lights, their type of light emittance and wavelength, together with a lux contour map showing the variation in light within the plot or area of Public Realm, shall be submitted and approved in writing by the Local Planning Authority. The lighting should be designed to cause minimum disturbance to protected species that may inhabit the site with appropriate areas remaining dark and a maximum of 1 lux on vegetated/water areas where considered necessary. The approved scheme shall be implemented and retained thereafter. No additional lighting should be installed without prior agreement from the Local Planning Authority.

(In the interests of protecting wildlife habitats and in accordance with NPPF (2021) Para 192, policy CS 17 Biodiversity of the Core Strategy).

62. Highways - Cycle Parking Details

With the exception of the OTB, no part of any Development Plot shall be occupied until secure and covered cycle parking relating to that plot has been provided, in accordance with written details previously approved in writing by the Local Planning Authority. The cycle parking shall be retained and kept available for that use thereafter.

(In the interests of the satisfactory development of the site and in accordance with saved policies AM02 and H07 of the City of Leicester Local Plan).

63. Highways – Framework Travel Plan

Prior to the submission of any Reserved Matters application, a Framework Travel Plan (FTP) for the whole site shall be submitted to and approved in writing by the Local Planning Authority. No Development Plot (Full or Outline) shall be occupied until a Plot-Specific Travel Plan for that plot has been submitted to and approved in writing by the Local Planning Authority which is broadly in accordance with the approved FTP. The Plot Specific Travel Plan shall:

i) assess the site in terms of transport choice for staff, users of services, visitors and deliveries;

ii) consider pre-trip mode choice, measures to promote more sustainable modes of transport such as walking, cycling, car share and public transport (including providing a personal journey planner, information for bus routes, bus discounts available, cycling routes, cycle discounts available and retailers, health benefits of walking, car sharing information, information on sustainable journey plans, notice boards) over choosing to drive to and from the site as single occupancy vehicle users, so that all users have awareness of sustainable travel options;

iii) identify marketing, promotion and reward schemes to promote sustainable travel and look at a parking management scheme to discourage off-site parking; and

iv) include provision for monitoring travel modes (including travel surveys) of all users and patterns at regular intervals, for a minimum of 5 years from the first occupation of the development brought into use.

The Plot-Specific Travel Plan shall be maintained and operated thereafter.

(To promote sustainable transport and in accordance with saved policies AM01, AM02, and AM11 of the City of Leicester Local Plan and policies CS14 and CS15 of the Core Strategy).

64. Highways – Residents Travel Pack

Prior to the first occupation of each dwelling within a Development Plot, the occupiers of each of the dwellings within that Development Plot shall be provided with a 'Residents Travel Pack' details of which shall be submitted to and approved in writing by the Local Planning Authority in advance. The contents of the Residents Travel Pack shall consist of: information promoting the use of sustainable personal journey planners, walking and cycle maps, bus maps, the latest bus timetables applicable to the proposed development, and bus fare discount information.

(In the interest of promoting sustainable development, and in accordance with saved policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy)

65. Highways – Signage and Wayfinding Plan

Details of a Signage and Wayfinding Plan with the purpose of guiding people through the site and towards external and internal routes and connections shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any Development Plot (Full or Outline). The Plan shall include details of any interim routes during the construction of the phased development.

(To ensure legibility, access and travel both within the development site and beyond in accordance with saved policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy).

66. Highways – Leicester Street Design Guide Compliance

All street works, including internal streets and paths proposed for future highway adoption, shall be constructed in accordance with the Leicester Street Design Guide (1st Edition) or any subsequent document that supersedes that guidance.

(To achieve a satisfactory form of development, and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03).

67. Air Quality Mitigation Measures

The development of each Development Plot shall be carried out in full accordance with the Air Quality Mitigation measures as set out in Table 5.5 and Table 5.6 of the Air Quality Assessment (BWB Consulting Limited, ref: BWB-NTS2873-001, April 2022).

(In the interests of the amenities of nearby occupiers, and in accordance with saved policy PS10 of the Leicester Local Plan).

68. Delivery & Servicing Management Plan

Prior to first occupation of each Development Plot, a Delivery and Servicing Management Plan for permanent delivery and servicing arrangements in that Plot and any completed Plots and any interim arrangements (operational during the construction phase) for Plots yet to be completed shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include operational arrangements for delivery areas, bays and routes through the site.

The parking/servicing areas as approved for each Development Plot shall be provided before the occupation of that Plot and shall be retained and kept available for that use.

(To ensure that deliveries/servicing can take place in a satisfactory manner; and in accordance with saved policies AM01, AM02, and AM11 of the City of Leicester Local Plan and policies CS14 and CS15 of the Core Strategy).

69. Student Occupation Only

Should any Outline and/or Development Plot, or part of a Plot be approved for Purpose Built Student Accommodation, then that Plot shall only be occupied by students enrolled on full time courses at further and higher education establishments, or students working at a medical or educational institution as part of their medical or education course. The owner, landlord or authority in control of that Development Plot shall keep an up to date register of the name of each person in occupation of the development together with course(s) attended, and shall make the register available for inspection by the Local Planning Authority on demand at all reasonable times.

(To enable the Local Planning Authority to consider the need for affordable housing in accordance with Core Strategy Policy CS07, and residential amenity standards for any alternative residential use in accordance with saved policies H07 and PS10 of the City of Leicester Local Plan and Core Strategy policies CS03 and CS06.)

70. Communication Apparatus & Antennae Restriction

Notwithstanding the provisions of Schedule 2, Part 16, Class A, B, C and D of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order, with or without modification), no communication apparatus or antennae shall be installed on any building hereby approved without express grant of permission by the Local Planning Authority.

(In the interests of visual amenity in accordance with Core Strategy policy CS03).

71. Changes of Use Restriction

Notwithstanding the provisions of the General Permitted Development Order (2015) (as amended) or any subsequent revision or amendment to that order, the commercial and service uses hereby approved shall only be used as commercial, service uses within Class E of Schedule 2 of the Use Classes Order 1987 (amended 2020). There shall be no change of use to dwellinghouses by virtue of the provisions of Schedule 2, Part 3, Classes G, M and MA of the Permitted Development Order, or by virtue of any subsequent revision or amendment that would allow for changes of use from such commercial, business and service uses to residential uses.

(The impact of other uses on the residential amenity of neighbouring properties, the functioning of the local highway network, the vitality and viability of the City Centre would need to be fully considered by the Local Planning Authority, and in accordance with saved City of Leicester Local Plan policies AM12, PS10, PS11, R03 and R05 and Core Strategy policies CS10, CS12 and CS14).

72. Approved Plans

Development shall be carried out in accordance with the following approved plans and approved documents:

Full Permission – Old Textile Building

Old Textile Building Location Plan, Ref. OTB-AHR-XX-SC-DR-A-0550 – S2, received on 29/03/2022,

Proposed Basement Plan, Ref. OTB-AHR-XX-BS-DR-A-0500, received on 22/09/2023,

Proposed Ground Floor Plan, Ref OTB-AHR-XX-GF-DR-A-0500-P2, received on 21/02/2024,

Proposed Level 1 Plan, Ref OTB-AHR-XX-GF-DR-A-0501-P2, received on 22/07/2025,

Proposed Level 2 Plan, Ref OTB-AHR-XX-GF-DR-A-0502-P2, received on 21/02/2024,

Proposed Level 3 Plan, Ref OTB-AHR-XX-GF-DR-A-0503-P2, received on 21/02/2024,

Proposed Level 4 Plan, Ref OTB-AHR-XX-GF-DR-A-0504-P2, received on 21/02/2024,

Proposed Level 5 Plan, Ref OTB-AHR-XX-GF-DR-A-0505-P2, received on 21/02/2024,

Proposed Roof Level, Ref. OTB-AHR-XX-GF-DR-A-0506-P2, received on 21/02/2024,

Proposed South and North Elevations, Ref. OTB-AHR-XX-EL-DR-A-0510-P2, received on 21/02/2024,

Proposed East and West Elevations, Ref. OTB-AHR-XX-EL-DR-A-0511-P1, received on 22/09/2023

Proposed North Elevation Detail, Ref. OTB-AHR-XX-EL-DR-A-0571-P2, received on 21/02/2024,

Proposed South Elevation Detail, Ref. OTB-AHR-XX-EL-DR-A-0570-P2, received on 21/02/2024,

Proposed Arch Bridge Detail, Ref. Ref. OTB-AHR-XX-EL-DR-A-0572-P1, received on 22/09/2023,

Proposed Cross Section, Ref. OTB-AHR-XX-EL-DR-A-0520-P1, received on 22/09/2023, and

Proposed Arch Section, Ref. OTB-AHR-XX-EL-DR-A-0521-P1, received on 22/09/2023.

Outline Permission
 Illustrative Masterplan Version 1, Ref. FCF-MAB-ZZ-ZZ-DR-A-00127 P05, received on 22/09/2023,
 Building Heights, Ref. FCF-MAB-ZZ-ZZ-DR-A-00106-S1 P14, received on 02/07/2024,
 Building Lines, Ref. FCF-MAB-ZZ-ZZ-DR-A-00107-S1 P13, received on 22/07/2025,
 Access and Movement, Ref. FCF-MAB-ZZ-ZZ-DR-A-00103-S1 P15, received on 02/07/2024,
 Masterplan Plot Extents, Ref. FCF-MAB-ZZ-ZZ-DR-A-00104-S1 P17, received on 04/07/2024,
 Public Realm Extents, Ref. FCF-MAB-ZZ-ZZ-DR-A-00105-S1 P19, received on 04/07/2024,
 Parameter Sections 01, Ref. FCF-MAB-ZZ-ZZ-DR-A-00140-S1 P10, received on 22/07/2025,
 Parameter Sections 02, Ref. FCF-MAB-ZZ-ZZ-DR-A-00141-S1 P15, received on 04/07/2024,
 DC00: Design Code Guide DC01 Rev P06: Introductory Document, received on 22/07/2025,
 Site Wide Principles for Buildings, received on 02/07/2024,
 DC02: Site Wide Principles for Public Realm, received on 02/07/2024,
 DC03: Public Realm Character Areas, received on 02/07/2024,
 DC04: Corah Design Code OP1, received on 22/07/2025,
 DC05: Corah Design Code OP2, received on 22/07/2025, and
 DC06: Corah Design Code OP3, received on 22/07/2025.

Approved Documents
 Development Specification V11, received on 22/07/2025,
 Flood Risk Assessment, Ref. CSL-BWB-ZZ-XX-RP-YE-001_FRA), received on 22/03/2022,
 Biodiversity Net Gain Assessment, ref. CSL-BWB-ZZ-XX-RP-LE-0002_BNG dated August 2023, received on 22/09/2023,
 Ecological Impact Assessment – Main Site, ref. CSL-BWB-ZZ-XX-RP-LE-0001 dated February 2024, received on 16/02/2024
 Ecological Impact Assessment – Footbridge, ref. CSL-BWB-ZZ-XX-RP-LE-0001 dated February 2024, received on 16/02/2024,
 Design & Access Statement, Ref. FCF-MAB-XX-XX-RP-A-00001 P10, received on 02/07/2024,
 Acoustic Design Report RIBA Stage 2, Ref. NTS2873, received on 22/09/2023,
 Air Quality Assessment, Ref. SL-BWB-ZZ-ZZ-RP-LA-0001, received on 08/11/2023,
 Badger Survey dated 22nd May 2024, received on 19/6/2024
 Badger Mitigation Statement, dated July 2024, received on 02/08/2024 and
 Odour Assessment, Ref. CSL-BWB-XX-ZZ-LA-RP-001_ODO, received on 19/06/2024.

(For the avoidance of doubt)

NOTES FOR APPLICANT

1. Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2. Flue

Any ventilation flue shall carry exhausted air from the cooking area to a discharge point which is not less than 1 metre above the highest ridge of the buildings to which it is attached.

The termination of the flue shall be plain, with airflow unobstructed by a cowl/bent cowl or rain deflector to maximise the dilution and dispersion of cooking odours.

Air extracted from the food cooking air will need to pass through a filtration system. In addition to simple grease traps activated carbon filters (or some other approved odour removal technology) shall be incorporated into the design to minimise the likelihood of cooking odours being present in the exhausted air.

3. Waste

There must be adequate space for residents to access all bins and for waste collection crew to collect any bin in the store without the need to move bins around. Please note that Leicester City Council guidance notes strongly encourage a maximum distance of 10 metres from the bin storage area to the refuse vehicle collection point for bins, this is to be eligible for an assisted collection.

Please note: access roads to all bin stores should be able to safely accommodate collection vehicles: surfaces, utilities and utility covers should be constructed to withstand the weight of waste collection vehicles (i.e. 32,000 kg).

The door opening must be wide enough to accommodate all bins and be able to be secured in the open position during collections.

The bin store should have a cleanable floor and have suitable drainage to facilitate the cleaning of bins and prevent odour and vermin problems. All run off must flow towards a drainage point and access to a water supply should be provided.

If the door to the bin store has a step or lip, this will have to be removed.

There should be a dropped kerb from the pavement to the road near the bin store door.

Access paths for bin movements should be a minimum width of two metres, have a reasonably smooth finish and be level.

If vehicle access to the building is required, clearance of overhead fixtures and fittings must be allowed for. In cases where the access road has a restricted head height or if the vehicle has to pass through any part of a building, there must be a minimum clearance height of 4000mm. If vehicle access is required the site layout must allow room for the collection vehicle to manoeuvre. A turning assessment should be made with use of the appropriate software (such as Auto Track), taking into account the vehicle dimensions and submitted with the planning application.

4. Canals & River Trust

1) The proposed footbridge over the Grand Union Canal will require the prior consent of the Canal & River Trust. The applicant/developer is recommended to make early contact with the Trust's Estates Team to discuss matters. Please contact Steve Robinson, Senior Estates Surveyor, at steve.robinson@canalrivertrust.org.uk or on 07710 175114.

2) The applicant is advised that any works on or oversailing the adjacent Grand Union Canal will require the prior consent of the Canal & River Trust. The applicant/developer should contact the Trust's Infrastructure Services Team to ensure that all necessary consents are obtained and that all works comply with the Trust's current Code of Practice for Works Affecting the Canal & River Trust. Please contact Keith Boswell, Works Engineer, at keith.boswell@canalrivertrust.org.uk or on 07979 304603 for advice in the first instance.

3) Any discharges of surface water from the development to the adjacent Grand Union Canal will require the prior consent of the Canal & River Trust. The applicant/developer should contact the Trust's Utilities Team for further advice. Please note that the Trust is not a land drainage authority and such discharges are not granted as of right; where they are granted, they will usually be subject to completion of a commercial agreement. Please contact Chris Lee, Regional Utilities Surveyor, at lee.chris@canalrivertrust.org.uk or on 07771 717371 to discuss matters in the first instance.

5. 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.

6. Highways Informative

Leicester Street Design Guide (First Edition) has now replaced the 6Cs Design Guide (v2017) for street design and new development in Leicester. It provides design guidance on a wide range of highway related matters including access, parking, cycle storage. It also applies to Highways Act S38/278 applications and technical approval for the Leicester City highway authority area. The guide can be found at:

<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/>

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.

The Highway Authority's permission is required under the Highways Act 1980 and the New Roads and Street Works Act 1991 PRIOR to undertaking any works on or in the highway:

For new road construction which will be offered for adoption as highway maintainable at public expense, the applicant must enter into an Agreement with the Highway Authority under Section 38 of the Highways Act 1980. Where these are expected to be new residential roads they shall be designed not only to be consistent with a 20mph speed limit, but shall also be controlled by a 20mph speed limit or 20mph zone by the introduction of a Speed Limit Order (SLO).

For alterations to the existing highway, the applicant must enter into an Agreement with the Highway Authority under Section 278 of the Highways Act 1980. The costs associated with any temporary traffic management, licences and Temporary Traffic Regulation Orders (TTROs) which may be required to facilitate works during construction will need to be covered by the applicant.

In all of the above, where SLOs and/or Traffic Regulation Orders (TROs) need to be introduced or changed, these shall be funded by the Applicant. The average cost of a SLO is currently in the region of £5,000, and a TRO scheme in the region of £6,500, but these costs can vary depending on the scope and complexity.

The Applicant is advised to contact highwaysdc@leicester.gov.uk for information regarding obtaining approvals, setting up Agreements and/or to discuss the requirements to enable the processing of SLOs and TROs.

Temporary direction signing for developments can be provided within the highway. The Highway Authority requires all temporary signing schemes are designed, implemented and maintained to an appropriate and acceptable standard. The temporary signing scheme including details of the sign faces, locations and means of fixing must be submitted for approval. These signs must comply with the Traffic Signs Regulations and General Directions (TSRGD). Applications must be submitted to the Council at least four weeks before the signs are to be erected. Applicants will agree to reimburse the City Council for the full costs involved in the processing of the application and any subsequent planning, design, implementation and maintenance of the signs. The Local Authorities (Transport Charges) Regulations 1998 refers, and charges are set in LCC minor charges report updated annually; available via this link <https://www.leicester.gov.uk/media/181997/minor-fees-and-charges-for-transportation-services-2020-2021.pdf>.

In the event of signs not being removed expeditiously, the Council will remove them and recharge the costs to the promoter. For more information please contact highwaysdc@leicester.gov.uk.

If existing buildings to be demolished about the highway boundary, any barriers, scaffolding, hoarding, footway closure etc. required for the demolition works to be undertaken will require a licence. This should be applied for by emailing Licensing@leicester.gov.uk.

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

The costs for the alterations of the TROs should be funded by the Applicant. The average cost of a TRO scheme is currently in the region of £6,000, but this cost may rise depending on the complexity. The Applicant should contact

traffic.management@leicester.gov.uk to discuss the requirements to enable the TRO to be processed.

7. Contamination

The CL:AIRE Definition of Waste: Development Industry Code of Practice provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

8. Environment Agency

The Environment Agency recommends that developers should refer to our:

- Position statement on the Definition of Waste: Development Industry Code of Practice and;
- website at <https://www.gov.uk/government/organisations/environment-agency> for further guidance.
- Advice to applicant
- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to our website at <https://www.gov.uk/government/organisations/environmentagency> for more information.

9. Environment Agency Flood Warning and Met Office Severe Weather Warning

Recommendation for signing up to Environment Agency's Flood Warning and Met Office severe weather warning services:

It is recommended that all residents/building operators (especially Block F/OP5) sign up for the Environment Agency Flood Warning service and Met Office severe weather warnings email alert service.

10. 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 2024 is considered to be a positive outcome of these discussions.

(ii) 20250772 - Austin Rise, Grantham Road

20250772 - Austin Rise, Grantham Road, Land at the corner

Ward: Humberstone & Hamilton

Proposal: Construction of 8 dwellings. (4x 1bed; 2x 2bed; 2x 3 bed) (Class C3)

Applicant: Housing Department

Councillor Singh Patel left the meeting at this point.

Rob Sanderson addressed the Committee and spoke in support to the application.

Councillor Bonham spoke in opposition to the application.

The Planning Officer presented the report.

Members of the Committee considered the application and Officers responded to questions and queries raised by the Committee

RESOLVED: permission was granted subject to 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. Prior to works above slab level, details of the materials to be used on all external elevations and roofs and details of their construction (including the method of installation for the brick slips), shall be submitted to and approved by the City Council as local planning authority. The development shall be constructed in accordance with these details and retained as such. (In the interests of visual amenity, and in accordance with Core Strategy policy CS03).

3. The dwelling and its associated parking and approach shall be constructed in accordance with 'Category 2: Accessible and adaptable dwellings M4 (2) Optional Requirement. On completion of the scheme and prior to the occupation of the dwelling a completion certificate signed by the relevant inspecting Building Control Body shall be submitted to the City Council as local planning authority certifying compliance with the above standard. (To ensure the dwelling is adaptable enough to match lifetime's changing needs in accordance with Core Strategy policy CS06).

4. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration to:

- plot 04 specified in part 1, Class B, of Schedule 2
 - any dwelling house of types specified in Part 1, Class B, and Part 2, Class A of Schedule 2
 - plots 03, 04, 05, 06, specified in Part 1, Class E, Schedule 2,
- to that Order shall be carried out without express planning permission having previously been obtained. (Given the nature of the site, the form of development is such that work of these types may be visually unacceptable or lead to an unacceptable loss of amenity to occupiers of neighbouring properties; and in accordance with Core Strategy Policy CS06 and saved Policy PS10 of the City of Leicester Local Plan).

5. Prior to the occupation of the proposed dwellings, the following noise mitigation shall be installed in accordance with the Arcadis Noise Assessment Impact Report reference 30270031, received on the 17th July 2025 including enhanced glazing, full MHVR, and a 2.1m high noise wall located between plot 01 and Scraftoft Valley Club. These mitigation measures shall be retained for the lifetime of the development. (To safeguard the amenity of the future occupiers, and in accordance with saved policy PS10 of the 2006 City of Leicester Local Plan.)

6. Prior to occupation of the proposed dwellings, a TM59 overheating risk assessment shall be carried out and submitted to the local planning authority, any recommendations within the assessment shall be carried out and retained as such. (To safeguard the amenity of the future occupiers, and in accordance with saved policy and PS10 of the 2006 City of Leicester Local Plan.)

7. All street works shall be constructed in accordance with the Leicester Street Design Guide, June 2020. For the avoidance of doubt, this will not only relate to the works on Austin Rise and Grantham Road but also include the works affecting the footpath adjacent to the eastern boundary of the site. (To achieve a satisfactory form of development and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)

8. Prior to the occupation of the proposed dwellings, details regarding the design and size of the secure and covered shed/cycle parking and waste stores shall be submitted to and approved by the Local Planning Authority. The stores shall be carried out in accordance with these details, provided prior to the occupation of the dwellings, and retained as such. (In the interests of the satisfactory development of the site and in accordance with saved policies AM02 and PS10 of the City of Leicester Local Plan).

9. Before the first 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 by the City Council as local planning authority. A plan shall show the proposed hard surfacing of the access and parking spaces and any drainage required to prevent surface water running from the site and into the highway. These areas 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 saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)

10. Prior to the first occupation of any dwelling hereby permitted, the entire frontage to Austin Rise and Grantham Road within the red line boundary shall be cleared for a distance of 2m into the site from the highway boundary and maintained thereafter clear of any obstruction exceeding 600mm in height relative to the nearside carriageway edge in order to maximise emerging visibility and pedestrian intervisibility. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no works to any dwelling house specified in Part 2, Class A, of Schedule 2 to that Order shall be carried out without express planning permission having previously been obtained. (In the interests of highway safety and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)

11. 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 saved policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy).

12. 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 by the local planning authority. No property shall be occupied 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 approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

13. Prior to the commencement of development details of drainage, shall be submitted to and approved by the local planning authority. No property shall be occupied 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 approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

14. The development shall be carried out in accordance with the submitted flood risk assessment (ref 10041566-AUK-XX-XX-RP-CE-0002-01, version P01; Austin Rise Drainage Strategy and Flood Risk Assessment, dated April 2025, compiled by Arcadis Consulting(UK)Limited and Street Scene and Elevations drawing, drawing no.G70-004, revision P2, dated 21.05.2025) and the following mitigation measures they detail:

- Finished floor levels of the houses shall be set no lower than 80.345 metres above Ordnance Datum (AOD)

- All built development restricted to Flood Zone 1

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the

lifetime of the development. (To reduce the risk of flooding to the proposed development and future occupants and inaccordance with Core Strategy CS02)

15. The development shall not commence until a 30 year Biodiversity Enhancement Management Plan (BEMP), prepared in accordance with an approved Biodiversity Gain Plan, has been submitted to and approved in writing by the local planning authority. The approved BEMP shall be strictly adhered to and implemented in full for its duration and shall contain the following:

- a) Description and evaluation of the features to be managed;
 - b) Ecological trends and constraints on site that may influence management;
 - c) Aims, objectives and targets for management - links with local and national species and habitat action plans;
 - d) Description of the management operations necessary to achieving aims and objectives;
 - e) Preparation of a works schedule, including annual works schedule;
 - f) Details and a timetable of the monitoring needed to measure the effectiveness of management;
 - g) Details of the persons responsible for the implementation and monitoring;
 - h) Mechanisms of adaptive management to account for necessary changes in work schedule to achieve the required targets; and
 - i) Details of methodology and frequency of monitoring reports to be submitted to the Local Planning Authority to assess biodiversity gain
- (To enhance biodiversity, and in accordance with the National Planning Policy Framework and paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and Core Strategy policy CS17). (To ensure that the details are approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

16. Prior to the occupation of the development details of the type and location of 6 x bird bricks/boxes, 6 x bat bricks/boxes, shall be submitted to and approved in writing with the local planning authority. The locations shall be determined by a suitably qualified ecologist who should also supervise their installation. The development shall be carried out in accordance with the agreed details and the agreed features retained thereafter. (In the interest of biodiversity and in accordance with NPPF (2024), and Core Strategy policy CS17).

17. Should the development not commence within 12 months of the date of the last protected species survey, then a further protected species survey shall be carried out of all trees and other features by a suitably qualified ecologist. The survey results and any revised mitigation shall be submitted to and agreed in writing by 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 and Species Regulations 2017 and policy CS17 of the Core Strategy).

18. The development shall be carried out in accordance with the energy efficiency measures as outlined in the Sustainability Energy Statement received on 12 May 2025. Prior to the commencement of any above ground works, full design details of energy efficiency measures, including heating systems and carbon emissions figures, shall be submitted to and approved in writing by the local planning authority. Prior to first occupation of the site evidence demonstrating satisfactory operation of the approved

scheme, including on-site installation, shall be submitted to and approved in writing by the Local Planning Authority. (In the interests of securing energy efficiency in accordance with policy CS02 of the Core Strategy).

19. Development shall be carried out in accordance with the following approved plans:

- G70-004-Site Sections Proposed-Revision P3-Received 31 July 2025
- G20-002-Plans and Elevations House Type B-Revision P2-Received 5 August 2025
- G20-001-Plans and Elevations House Type C-Revision P3-Received 5 August 2025
- G20-003-Plans and Elevations House Type C-Revision P2-Received 5 August 2025
- G70-001-Location Plan-Revision P2-Received 27 August 2025
- G70-005-Site Plan with flood zone 2 overlay-Revision P2-Received 27 August 2025
- G70-003-Site Plan Proposed-Revision P12-Received 27 August 2025
(For the avoidance of doubt).

NOTES FOR APPLICANT

1. To meet condition 4, all those delivering the scheme (including agents and contractors) should be alerted to this condition, and understand the detailed provisions of Category 2, M4(2). The Building Control Body for this scheme must be informed at the earliest opportunity that the units stated are to be to Category 2 M4(2) requirements. Any application to discharge this condition will only be considered if accompanied by a building regulations completion certificate/s as stated above.

2. Condition 4 refers to alterations/extensions that you are normally allowed to carry out to houses without planning permission. In this case the City Council wants to be able to control any alterations and extensions to preserve the appearance of the property or protect the amenities of neighbouring properties. You should submit a pre-application enquiry via the City Council Website if you are considering such works.

3. Leicester Street Design Guide (First Edition) has now replaced the 6Cs Design Guide (v2017) for street design and new development in Leicester. It provides design guidance on a wide range of highway related matters including access, parking, cycle storage. It also applies to Highways Act S38/278 applications and technical approval for the Leicester City highway authority area. The guide can be found at:

<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/>

As this is a new document it will be kept under review. We therefore invite comments from users to assist us in the ongoing development of the guide.

4. The Highway Authority's permission is required under the Highways Act 1980 and the New Roads and Street Works Act 1991 PRIOR to undertaking any works on or in the highway:

- For alterations to provide new footway crossings (dropped kerbs), the applicant must obtain approval from the Local Highway Authority for construction of a dropped kerb before undertaking any works. Leicester City Council no longer construct

dropped kerbs on behalf of applicants. Therefore, you will need to find a suitable contractor that meets the criteria, which will be explained through the approval process.

- Works within the footpath and for the new adoptable strip will need to be approved and constructed to the Authority's specification.

The Applicant is advised to contact highwaysdc@leicester.gov.uk for information regarding obtaining approvals, setting up Agreements and/or to discuss the requirements.

Should the lamp post outside the site need to be removed at any time this would be done at the expense of the applicant. You are advised to contact the Highway Authority. For more information please contact highwaysdc@leicester.gov.uk

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

(iii) 20251201 - 36 Shirley Road

20251201 - 36 Shirley Road

Ward: Knighton

Proposal: Change of Use from dwelling (Class C3) to residential care home (Class C2) (max 2 residents in care)

Applicant: Graceul Healthcare Services Ltd

The Planning Officer presented the report.

Members of the Committee considered the application and Officers responded to questions and queries raised by the Committee

RESOLVED: permission was granted subject to 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. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, or any order amending or revoking and replacing that Order with or without modification, the premises shall not be used for any purpose other than for a care home within Class C2 of the Order, unless otherwise approved in writing by the local planning authority. (To enable consideration of the amenity, parking and highway safety impacts of alternative Class C2 uses, in accordance with Policies CS03, CS08 and CS14 of the Leicester Core Strategy (2014) and saved Policy PS10 of the Local Plan (2006)).

3. The premises shall not accommodate any more than 2 residents in care at any one time. (To enable consideration of the amenity of residents and parking impacts of a more intensive use, in accordance with Policy CS14 of the Leicester Core Strategy (2014) and saved Policy PS10 of the Local Plan (2006)).

4. Development shall be carried out in accordance with the following approved plans:

Proposed Plan, A103, received 17/07/2025

Car Parking Plan, 02, 17/07/2025

Location Plan, 01, 17/07/2025

(For the avoidance of doubt).

NOTES FOR APPLICANT

1. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption/transitional arrangement is considered to apply:

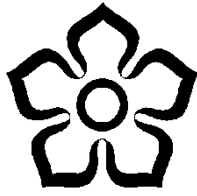
Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

2. The City Council, as local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material planning considerations, including planning policies and representations that may have been received and subsequently determining 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 2024.

5 Any Other Urgent Business

There being no other business the meeting closed at 20.45pm.



Leicester
City Council

Wards:
See individual reports.

Planning & Development Control Committee

Date: 29 October 2025

REPORTS ON APPLICATIONS, CONTRAVENTIONS AND APPEALS

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 2017 are screened to determine whether an environmental impact assessment is required.

-
- 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.
 - 3.5 Chapter 14 of the National Planning Policy Framework – Meeting the challenge of climate change, flooding and coastal change – sets out how the planning system should support the transition to a low carbon future, taking full account of flood risk and coastal change. Paragraph 149 states “Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.”
 - 3.6 Paragraphs 155 - 165 of the National Planning Policy sets out the national policy approach to planning and flood risk.

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 mitigating those impacts, such as increased demand for school places and demands on public open space, 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 (Amendment)(England) Regulations 2019.
- 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. Other reasonable arrangements for inspecting application documents can be made on request by e-mailing planning@leicester.gov.uk. Comments and representations on individual applications are kept on application files, which can be inspected on line in the relevant application record.

10 Consultations

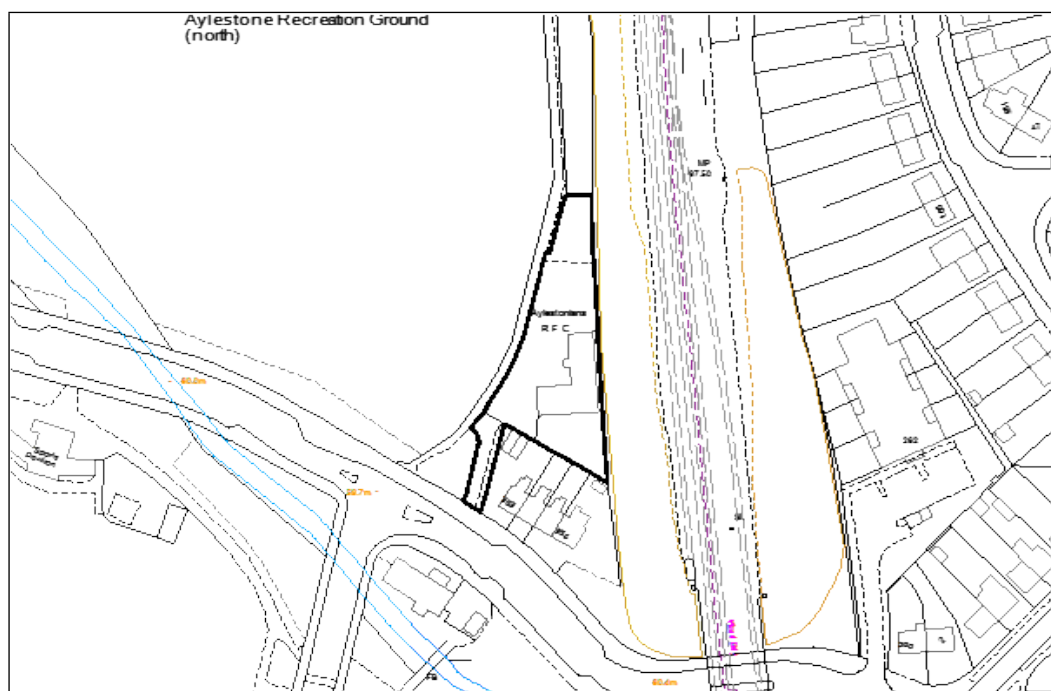
Consultations with other services and external organisations are referred to in individual reports.

11 Report Author

Grant Butterworth grant.butterworth@leicester.gov.uk (0116) 454 5044 (internal 37 5044).

COMMITTEE REPORT

20250285	252-258 Knighton Lane East, Rugby Football Club Building at rear	
Proposal:	Change of use of sports club premises (Class F2) to a place of worship with ancillary education (Class F1) (amended 15.10.25)	
Applicant:	Dr Louay Al-Alousi (Abu Salam)	
App type:	Operational development - full application	
Status:	Change of use	
Expiry Date:	3 October 2025	
TEI	TEAM: PD	WARD: Saffron



Summary

- This application has been brought to committee as there are 38 objections and 163 supporting comments
- The main issues are the principle of the change of use, impacts in relation to noise and general disturbance, highways and parking impacts, flooding and biodiversity
- The 38 objections were on the grounds of the issues above and also antisocial behaviour and climate change
- The application is recommended for approval subject to conditions

The Site

The application relates to an unused club house formerly used by the Aylestonians Rugby Football Club. The site is reported in a number of the representations received to be used periodically for events. In the Development Plan the site is

allocated as Open Space. To the south of the site at between 19 and 30 metres from the south of the building are four residential properties. To the immediate east is the main railway line and to the north and west the northern part of Aylestone recreation Ground. There is a vehicular access to the west of the building down to Knighton Lane East. On the other side of the road is the southern part of Aylestone Recreation Ground and the Friar Lane Football Club. Residential properties along Whittier Road are 135 metres to the south of the building along the eastern side of the Recreation Ground with Aylestone Leisure Centre 280 metres to the west of the site.

The site is in a Critical Drainage Area, Flood Zone 2 and a Biodiversity Enhancement Site.

Background

Planning permission for the demolition of the old clubhouse and the erection of a new clubhouse was granted on 02.06.87 under application 19870482.

An application for a certificate of lawful proposed development (20240564) for a material change of use from local community use (Class F2) to a place of worship (Class F1) was refused on 13.05.24. The reason for refusal was that there is no provision within the General Permitted Development Order (2015) as amended for a permitted change from Class F2 to Class F1.

Though now unused, the lawful planning use of the premises remains as a sports club premises (Class F2).

The Proposal

The proposal is to change the use of the sports club premises (Class F2) to a place of worship with ancillary education (Class F1).

There are no material alterations to any of the elevations, albeit the Noise Assessment notes replacement windows of a higher acoustic performance than the existing (x 3 windows at the northern part of the west elevation). However, these will be within the same openings and of the same dimensions as existing and will not have a material difference on the appearance of the building.

The internal layout will be altered so that the female prayer area will be within the northern wing of the building (with associated toiletry and ablution facilities) and the male prayer area will be within the southern wing of the building (again with associated toiletry and ablution facilities). There will be a storage area, office and disabled toilet in each wing. Each wing will be accessed separately. The educational uses will be carried out in the same space. The site plan shows space for 25 parking spaces, a bin store and a cycle store.

The application was originally accompanied by a Flood Risk Assessment and Noise Assessment. However, both of these have been revisited with revised assessments submitted following advice from with the local planning authority. The revised assessments were also supplemented by a Transport Statement, Travel Plan, Flood Warning Evacuation Pack and Surface Water Drainage Strategy.

A statement from the applicant was also submitted on 12.05.25 in response to the objections received at the time. The majority of representations had been received by this point with 8 objections and 34 representations in support received after that date.

The main points raised in this statement were that:

- The existing lawful Class F2 use potentially results in a greater loss of privacy and of amenity, greater noise pollution, traffic congestion, road safety impacts and anti-social behaviour than a mosque.
- The proposal mosque will enhance local amenity having a positive impact on local trade and services
- The proposal will not result in a loss of green space or trees or a harmful impact on protected species
- The three other mosques in the area have limited worship facilities insufficient to the increasing demand of local residents and with no dedicated facilities for female worshippers
- Images in the objections received at that time of cars blocking the road or machinery making structural alterations and removing trees are not associated with the use of the building as a mosque as any use has not yet commenced.

Policy Considerations

National Planning Policy Framework (NPPF) December 2024

Paragraph 2 (Primacy of development plan)

Paragraph 11 (Sustainable development)

Paragraph 39 (Early engagement)

Paragraph 44 (Right information crucial)

Paragraph 57 (Six tests for planning conditions)

Paragraph 85 (Economic growth)

Paragraph 88 (retention and development of accessible local services and community facilities)

Paragraph 96 (Social, accessible and healthy places)

Paragraph 98 (Social, recreational & cultural services/facilities)

Paragraph 109 (Transport impacts and patterns)

Paragraph 115 (Assessing transport issues)

Paragraph 116 (Unacceptable highways impact)

Paragraph 117 (Highways requirements for development)

Paragraph 118 (Travel Plan)

Paragraph 187 (Natural environment considerations)

Paragraph 193 (Biodiversity in planning decisions)

Paragraph 195 (Effects on a habitats site)

Paragraph 198 (Noise and light pollution)

Paragraph 200 (Agent of change)

Paragraph 201 (Planning decisions separate from other regimes)

Core Strategy 2014 and Local Plan 2006

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

Further Relevant Documents

City of Leicester Local Plan (2006). Saved policies. Appendix 1: Parking Standards

Consultations

Local Highway Authority (LCC): - comments received following receipt of Transport Statement and Travel Information Pack.

The Transport Statement contains limited information in its comparison of the existing and proposed uses, but demonstrates access is suitable with visibility splays commensurate with actual vehicle speeds and satisfactory two-way movement available. Sufficient capacity is available on the highway network to accommodate a place of worship, including at its peak time when prayers take place between 1pm – 2pm each Friday.

The site is in a sustainable location with opportunities for worshippers to walk, cycle or use public transport rather than rely on the private car.

The Statement discusses the 25 car parking spaces which are to be retained within the site curtilage but acknowledges that parking demand may exceed this number during peak periods. The proposal complies with the Appendix 1 of City of Leicester Local Plan and it would be difficult to demonstrate that the situation would alter significantly from busy events which could take place at the rugby club.

Double yellow lines are in place along Knighton Lane East with parking bays on each side of the road. On-street parking is also available on Whittier Road. The use of a Travel Plan should help to reduce the reliance on the private car to access the site and consequently the need for on-street parking.

The Travel Information Pack is not the Travel Plan requested by the Local Highway Authority. However, the need for a Travel Plan can be controlled by condition.

No objections subject to conditions requiring cycle parking, no gates to be installed closer than 5m to the highway, parking spaces to be marked out and retained and requiring the Travel Plan mentioned above.

Environmental Health (pollution) (LCC): - comments received on updated noise assessment by Druk Ltd (31.07.25). The noise assessment has used different noise level data for the educational functions and worship functions of the proposal. It has also considered all other applicable noise sources such as noise from persons outside and vehicle movement and modelled noise levels accordingly to predict the levels at the noise sensitive receptors (the residential properties to the south).

The assessment identifies that during the daytime background noise levels were higher at 'measured position 2' (closer to the residential properties) than at 'measured position 1' (closer to the application building). However, it also identifies that background noise levels are lower during the proposed period of dawn prayer than during the rest of the day.

Overall, the updated noise assessment satisfies initial concerns. However, it is more likely that at unsociable hours visitors to the premises are likely to drive to premises rather than walk or use public transport and as such recommended that hours of use are between 07:30-23:00 (00:30 during Ramadan).

The windows will be replaced resulting in better sound reduction than the current windows. Other conditions recommended that external doors and windows are kept

closed if there are events involving the use of musical instruments or amplified music or voice and ensuring there is no amplified call to prayer.

Lead Local Flooding Authority (LCC):- broadly satisfied with content of revised Flood Risk Assessment, Flood Warning Evacuation Pack and Surface Water Drainage Strategy. However, additional details required clarifying how the risk of blockage from the small-diameter orifice plate will be managed and product specification or design drawing for permeable areas also required. Conditions recommended that a SuDS and Drainage Scheme be submitted incorporating these details and that the flood resilience measures in Flood Risk Assessment be incorporated into the scheme.

Sports England:- the proposal would result in the loss of an ancillary facility at the site. Sport England has sought the views of the following National Governing Bodies for Sport (NGBs): the Rugby Football Union (RFU) and the Football Foundation (FF). The RFU has confirmed that the ancillary building is no longer used for rugby and there is no strategic need for a pavilion to be used for rugby in this location. The FF and Leicestershire & Rutland FA do not believe that this building has a direct impact on the use of these playing pitches as the recreation ground has its own sports facility. The FF notes that the proposal includes retained WC facilities that are accessible through external entrances and recommends that the WCs are made available for community use for spectators/coaches/players to use on matchdays. Sport England does not wish to raise an objection.

Network Rail:- no observations

Representations

Objections:

38 objections were received. The objections raised the following concerns:

Principle of the use:

- That as the building has stood idle for several years the assessment of the application should be on the basis of the site being a vacant site
- That there is no community need for the use with similar premises providing the same use at the Midland Hotel on Saffron Lane, the Knighton Community and Education Centre on Keble Road, the mosque on Avenue Road Extension and the mosque opposite the New Road Inn and that there are a large number of mosques in Leicester relative to the Muslim population
- That there are a limited number of sports facilities in the area with direct access to green space
- That the proposed change of use would mean less diversity in people visiting the premises
- That there are no other buildings in the local area that could serve as a community centre with the building ideal for those on a limited income wanting a celebration on a budget or for offering sports activities to the local community
- That places of worship result in segregation whilst sports facilities result in integration

Highways and parking:

- That the proposal would have an unacceptable impact on parking in the area, particularly on Fridays with reference to illegal parking near other mosques

- That the unacceptable impact on parking in the area would be heightened when taking into consideration neighbouring uses including Leicester City and Leicester Tigers traffic during matchdays, the nearby leisure centre and other sports teams and the two neighbouring secondary schools of Sir Jonathan North and the Lancaster School
- That the proposal will lead to highways congestion with the junction, mini roundabout and connecting roads unable to handle the influx of cars and people when the site is in use
- That the access from Knighton Lane East (at 3.8 metres wide) is too narrow, falling short of highway design guidance and insufficient to accommodate two-way vehicular movements
- That the access is shared with maintenance vehicles accessing the park grounds and is routinely used by pedestrians as an alternative to the gated footpath
- That the proposal would result in accident risk particularly in relation to children passing the site

Noise, disturbance and antisocial behaviour:

- That the proposal will result in disturbance to the neighbouring properties particularly during early morning or late-night prayers including vehicles and foot traffic and due to possible additional security lighting
- That there is concern that no hours of operation have been stated, and that the acoustic assessment is unlikely to cover the actual hours of use
- That the acoustic assessment uses Al-Ma'rifah as a comparable study but that the assessment hours of 17:25-19:15 do not match the actual prayers of 16:39-19:40 and that Al-Ma'rifah is purpose built of different materials and as such is a poor comparison.
- That the area is already under strain in relation to waste creation
- That the proposal would result in a loss of privacy and possible impact on security with a fixed bike store offering a structure for potential criminals to trespass or break in
- That an increase in footfall and the potential creation of unmonitored alleyways or secluded spaces, could create an environment conducive to anti-social behaviour, loitering, and even criminal activity, particularly so given past incidents of vandalism and trespassing in the area.

Biodiversity, endangered species and climate:

- That the application did not include an Environmental Impact Assessment
- That the proposal does not seek to minimise pollution to air, water and land or ensure that air quality meets legal limits
- That the proposal does not improve and maintain green infrastructure or seek sustainable procurement practices promoting a circular economy
- That none of the above were taken into account when the current owner cut down several trees used for nesting on land that was adjacent to the property and belongs to Network Rail
- That the proposed development would result in the loss of and disturbance to green space and potential mature vegetation that provides a habitat for local wildlife including birds, insects, foxes and protected species
- That no bat surveys have been submitted with the application

Other:

- That the proposal will have a negative impact on property values

- That the proposal may conflict with existing covenants on the land that it be used for sport and social uses only
- That there was little transparency in relation to the sale of the building
- That there were no site notices in Knighton Lane East itself but only along the footpath that runs adjacent to the site (itself removed)
- One objection refers to 2021 Census data stating that in Leicester there are 35 mosques for over 50,000 Muslims, 22 temples for over 87,000 Hindus and 10 gurudwaras for over 16500 Sikhs and other places of worship without planning permission.

Representations in support:

163 representations were received in support of the application. The representations express the following:

Local need for facility:

- That there is a lack of adequate facilities in the local area where there is a growing Muslim community who need a Mosque and Islamic education centre
- That the facility will serve a local demographic who will benefit from the convenience of a place of worship close to home that they can walk to
- That the proposal will support the human right to freedom of religion and belief for local residents providing an appropriate place of worship nearby
- That the facility will provide needed spaces dedicated to women

Community cohesion:

- That the proposal will promote inclusion and tolerance amongst people from different races, ethnicities and social backgrounds
- That the facility is operated by a charitable trust focused on the prevention and relief of poverty
- That the facility will also offer services including programs in ethics, character development and language skills and provide mental health support and community initiatives including food distribution, fundraising for local causes, and volunteer work
- That such activities would be open to the public serving the wider local population
- That the facility will provide a safe and positive location for children to learn and activities for youth reducing anti-social behaviour
- That the facility will revive the area and bring economic benefit to local businesses
- That the facility will increase local footfall and support a sense of care and stewardship in the community
- That the facility will provide a space for interfaith dialogue and shared understand and for Muslims to demonstrate what Islam is as a counter to Islamophobia.

Parking and highways:

- That it is encouraging to know that highways and parking impacts are being discussed with the local authority

- That the organisers of the trust are working on traffic management solutions such as staggered timings, carpool initiatives and clear messaging to attendees
- That many of the worshippers are local and likely to travel on foot
- That the use of the facility will be spread throughout the week rather than concentrated at peak times
- That there are sufficient parking spaces for the use

Noise and disturbance:

- That Mosques and educational establishments are generally low-noise environments
- That the nature of the proposed use will likely generate less noise than the previous use as a rugby club, which often hosted events and gatherings associated with louder activity

Other:

- That the proposal will utilise an underused building revitalising the site
- That the proposal is supported by the National Planning Policy Framework

Consideration

Principle of the development:

1) Release of the clubhouse:

Core Strategy Policy CS13 'Green Network' states that the Council will "seek to maintain and enhance the quality of the green network so that residents and visitors have easy access to good quality green space, sport and recreation provision that meets the needs of local people". It adds that the Council will "safeguard and improve green space, sport and recreation facilities that are of value to the green network and that where there are proposals that affect green space, outdoor sport or recreation facilities, land should not be released, either in total or in part, for development unless it is... surplus to requirements for its current green space function; and... not needed for another type of green space use; or... equivalent or better replacement green space would be provided in the local area".

The Green Space SPD describes "Informal Green Space" and the northern part of Aylestone Recreation Ground shares these characteristics. It notes that Saffron Ward (formerly Freeman Ward) has a "Sufficient Supply" of Informal Green Space.

The modified version of Emerging Local Plan Policy OSSR02. 'Development of Open Spaces' states that "development of open space... such as privately-owned sports pitches and sites below 0.5ha... will not be permitted unless... the open space is surplus to requirements in relation to its current open space typology, taking into consideration the quantity, quality, and accessibility of existing open spaces by reference to the Council's Open Space, Sport, and Recreation Study and... the open space is not needed for another type of open space; or ... the development enhances and/or retains public access to and within the open space".

In the Open Space, Sport and Recreation Study 2017 (p42) the site sits immediately outside and to the south-east of the Aylestone Recreation Ground (north) informal space. In relation to the Old Aylestonians the study describes how the club has

experienced decline, primarily attributed to the lack of facilities that the club provides in comparison to others, identifying at this point a need for the renovation of the clubhouse (p245). The Playing Pitch Strategy and Action Plan 2017 states that “all rugby sites should be protected and enhanced to increase capacity” (p14) and notes that there is a need to “improve access to training facilities (for the club) through either the provision of floodlighting or alternative venues” (p14). However, the 2022 Position Statement notes that as of 2022 the Old Aylestonians Rugby Football Club have folded.

I consider the folding of the club to demonstrate that the clubhouse is surplus to requirements. The Informal Green Space itself will not be lost as part of the proposal, and there is in any case a “sufficient supply” of Informal Green Space in the Saffron Ward. Furthermore, the Playing Pitch Strategy Assessment Report 2017 notes that of the 13 Rugby Clubs in the city 6 are in the south (5 with the folding of Old Aylestonians), 5 are in the east and 2 are in the west, with the south remaining well-provisioned for Rugby Clubs.

As such, I do not consider the material change of use of the clubhouse to unduly conflict with the objectives of Core Strategy Policy CS13 or of emerging Local Plan policy OSSR02. The lack of objection from Sport England, and from the RFU, FF and Leicestershire and Rutland FA gives further weight to this position.

I note too that in terms of sports facilities in general the immediate area is well provisioned with both parts of Aylestone Recreation Ground, The Aylestone Leisure Centre and Friar Lane Football Club.

2) Suitability of place of worship with ancillary education use:
Core Strategy Policy CS08 ‘Existing Neighbourhoods’ is supportive of new community facilities where they meet the identified needs of local communities and have a viable long-term management and funding proposal. It states that in “considering proposals for new places of worship the Council will take account of the demand for it within the local neighbourhood, the scale of activities for which it is likely to be used and the nature of the area around it.”

The supporting text for the modified version of emerging Local Plan Policy CT05 ‘Places of Worship and Community’ recognises the “important role” that places of worship can play “in spiritual and mental wellbeing” and the “long tradition (of the council) of seeking to accommodate places of worship to cater for the various religions in the city”. It adds that many communities need small premises for religious use while some require large buildings, and that they “generally need to be located conveniently to their congregations”. It cautions that places of worship “may bring increased noise, disturbance and parking problems to an area and can have an adverse effect on the amenities of neighbouring residents and occupiers”.

The policy itself states that permission will be granted subject to the appropriateness of the location, the impact on residential amenity and the impact on highway safety and function (encouraging walking and cycling as sustainable modes of transport). The latter two are considered in separate sections below.

A number of objectors question the need for the proposal raising concerns in relation to existing Mosques in the area and perceptions of the demographic within the area.

Chapter 5 of the Transport Statement assesses anticipated local patronage of the site by looking at 2021 census data for Lower Super Output Areas within a 500 metre and 1 km radius of the site. Within the 500 metre radius it notes 812 Muslims

(13.1% of the population) and within the 1 km radius it notes 2,038 Muslims (11.3% of the population). By comparison with the 2011 census data the Transport Statement also notes that this is a fast growing population (748 to 2,038 in that period, from 4.8% of the local population to 11.3% of the local population).

The need for the facility has also been expressed in the statement submitted in response to the objections. The statement points out the smaller size of other neighbouring mosques, and in particular, the need for dedicated female spaces. I also note that separate Islamic communities or denominations may have separate needs for their individual spaces. The need for the facility is also supported by a large number of supporting comments, many of which express a need for a place of worship in walking distance. A large amount of these representations are from addresses within walking distance.

I consider that the need for the facility has been adequately demonstrated through census data and adequately expressed in other submissions to a degree that I give these expressions of need suitable weight in consideration of the application.

As such, I consider the location to be appropriate to the use, consistent with the objectives of Core Strategy Policy CS08 and of emerging Local Plan policy CT05.

Concern has been raised by some objectors to the scheme that the proposal will only meet the needs of some people in the community, specifically the Muslim community. However, this is true of many uses for example, sports club houses, public houses that only meet the needs of those who want to use them and many shops that cater for those who want specific products.

Character & appearance:

Other than replacement windows the scheme does not involve any material changes to the property. A viable use of the building will help to support the maintenance of the building. It is a building that is in any case well concealed from the public realm due to its position. The proposal will not have a harmful impact on the character and appearance of the area.

Highways and parking:

A substantial number of concerns have been raised regarding the impact of the development on parking and highway safety. The National Planning Policy Framework states “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, following mitigation, would be severe, taking into account all reasonable future scenarios”.

1) Highway safety:

As mentioned above, access is suitable with visibility splays commensurate with actual vehicle speeds and satisfactory two-way movement is available. I do not consider that the proposal will result in an unacceptable impact on highway safety. However, in order to ensure that visibility splays are retained and that the use of any gate will not result in any potential compromise to the highway safety of the site I consider it necessary to attach the condition recommended by Highways Officers that no gate shall be installed closer than 5 metres to the highway.

I note the observation that pedestrians use the access as a route to access the northern part of Aylestone Recreation Ground. However, I do not consider that such use of the access in this way will result in a risk to highway safety. Users of the site

arriving by foot are likely to access the site in the same way, with users of the former club house arriving by foot presumably previously having accessed the site using this route. Similarly, access for maintenance vehicles, likely to be periodic, is unlikely to result in a risk to highway safety and will likely follow previous patterns.

2) Parking and congestion:

There are 25 car parking spaces available on the site, in excess of the standards recommended in Appendix 1 of the City of Leicester Local Plan (11 spaces for a building of this size). However, the Statement submitted with the application acknowledges that parking demand may exceed this number during peak periods. Nevertheless, I concur with the views of Highway Officers that, the parking spaces on site, together with the available parking bays on each side of Knighton Park Road and the on-street parking available on Whittier Road that sufficient capacity is available on the highway network to accommodate a place of worship, including at its peak time when prayers take place between 1pm – 2pm each Friday.

The use of a Travel Plan should help to reduce the reliance on private cars further as will the sustainable location of the site with opportunities for worshippers to walk, cycle or use public transport.

Though use of the building as a place of worship with ancillary education will likely mean it is used more frequently than a sports clubhouse I do not consider that any impact on congestion or the operation of the highway to be significantly different from busy events which could have taken place at the club house. Nor when considering the neighbouring uses mentioned in the objections do I consider that the proposed mosque use will contribute significantly to any congestion that may occur.

In order to reserve the parking on site, I consider it appropriate to attach a condition ensuring that the planned parking spaces on site are marked out and retained for parking use only.

3) Promoting sustainable transport

Though the Travel Information Pack is not the Travel Plan requested by the Local Highway Authority it provides a good basis for such a Travel Plan. Further information on the contents of and expectations for such a Travel Plan have been sent to the applicant and there is a commitment to one being produced with evidence of one being commissioned having been provided. I consider such a plan necessary in the interests of sustainable transport. It will help to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. Such a plan can be secured by condition. Space for cycle parking has been indicated on the plans and in the interests of sustainable transport a condition can be attached to any consent ensuring that storage is provided for 12 cycles.

In relation to highway safety, parking and congestion it would be difficult to demonstrate that approval of the proposal would compromise highway conditions to such an extent as can be considered unacceptable, in relation to National Planning Policy Framework paragraph 116 and the use of a Travel Plan will help to secure sustainable travel objectives.

Residential amenity

The nearest residential dwellings are the four properties 252, 254, 256 and 258 Knighton Lane East between 19 and 30 metres away from the building. The Whittier Road dwellings are approximately 130 metres away. At this distance the proposed

use does not have potential to have a detrimental impact on the residential amenity of the latter.

An updated Noise Assessment by Druk Ltd has been submitted using differing noise level data for the worship and educational functions of the proposal. It considers potential noise from the building and from potential noise from persons and vehicle movement outside to predict the levels at the four properties to the south.

The windows will be replaced resulting in better sound reduction than the current windows. This satisfies concerns and I consider that a condition ensuring that the new windows are installed to the acoustic performance detailed at page 14 of the noise assessment would mean that sound emanating from the building would not result in an unacceptable level of harm to neighbouring residential properties. The condition would also need to ensure that ventilation is provided that allows for 4 air changes per hour. A condition ensuring that windows are kept closed when there is any amplified music or voice would provide further assurance in this respect. However, none of the doors open directly on to the two main spaces for prayer, worship or education, with the nearest to this arrangement opening into a lobby with double doors. I do not consider it necessary to extend this condition to ensuring that doors remain closed.

I note there are no existing hours of use associated with the clubhouse. However, I also note that the assessment does identify that background noise levels are lower during the proposed period of dawn prayer than during the rest of the day. Though it concludes that noise generated by the use at this time would remain acceptable I consider it more likely that at unsociable hours visitors to the premises are likely to drive than walk or use public transport. As such I consider it appropriate to attach a condition restricting hours of use to between 07:30-23:00 (00:30 during Ramadan). The applicant's intention was to be open for dawn prayers and so these shorter hours of use were discussed. Though noting disappointment there was an acceptance to operate within these hours as part of the planning consent. There is no intention for externally amplified call to prayer.

In addition, I am concerned that events using the curtilage of the site could occur and that these could cause disturbance to the residential properties to the south. I therefore recommend a condition ensuring that the area outside of but around the building shall not be used for any formal scheduled activities for example outside worship, religious events, weddings, classes or community events.

I note the objection in relation to the Al-Ma'rifah site. However, the updated noise assessment no longer uses this site as a comparable study.

I do not consider that the use as a place of worship with ancillary education will be a significant waste generating use and do not have concerns in that respect.

I do not consider that an increase in footfall is likely to create an environment conducive to anti-social behaviour but rather create more active surveillance. The bike store could be fixed away from the fence so as to ensure that the structure does not provide an opportunity for break in. As mentioned above, a condition is recommended to secure cycle storage. There is now provided at the north of the site.

There is no intention to install additional security lighting that would have any significant impact beyond what may be existing.

Biodiversity Net Gain, Ecology and Protected Species:

The proposal is solely for a change of use with the only other development being replacement windows. As such the development is exempt from the statutory Biodiversity Net Gain provision (as per the 'de minimis' exemption).

The proposed change of use is unlikely to impact any habitat or areas of the existing building that have potential to support protected species. However, as a precautionary measure, I recommend that the applicant be advised of the law regarding protected species by attaching a note to applicant to any consent.

In relation to other concerns raised by the objections the application does not require an Environmental Impact Assessment, nor do I consider that it is a use of a type or scale that will have a polluting impact on air, water or land. The site is not in an air quality management area.

Though adjacent to the informal green space at the Aylestone recreation Ground (north) this green space is retained. Any removal of trees that may have occurred is not part of the consideration of the application. The trees themselves were not protected by Tree Protection Order.

Flooding and drainage:

The site is in a Critical Drainage Area and Flood Zone 2. The documents submitted with the application demonstrate that the impacts of this can be successfully managed though some additional details are required as mentioned above. With these details and the implementation of the flood resilience measures in the Flood Risk Assessment secured by condition, I consider that the proposal will be acceptable in this respect. I do not consider that the submission of a new SuDS and Drainage Scheme is required and that a separate condition requiring only the missing details to be sufficient.

Other considerations:

Details on the sale of the land, any existing covenants on the land and the impact the proposal may have on property values are not material planning considerations.

The Development Management Procedure Order (DMPO) states that applications of this type must be publicised by site display in at least one place on or near the land to which the application relates or by serving the notice on any adjoining owner or occupier. The application was publicised by letters to the four properties to the south and by site notice along the footpath (a second site notice was put up in place of a site notice reported to the Council as having been removed). Network Rail were also notified. Publicity was carried out in accordance with the DMPO and the Statement of Community Involvement (SCI). As mentioned above, given the distance of the building from the Whittier Road properties I do not consider that the proposal has the potential to have a detrimental impact on the amenity of these properties.

The census data numbers and of reported numbers of places of worship submitted by one objection are noted.

Conclusion

The folding of the Old Aylestonians club demonstrates that the clubhouse is surplus to requirements with the Informal Green Space itself not lost as part of the proposal. There is a sufficient supply of Informal green Space in the Saffron Ward with the south remaining well-provisioned for Rugby Clubs. I do not consider the material change of use of the clubhouse to unduly conflict with the objectives of Core Strategy Policy CS13 or of emerging Local Plan policy OSSR02. The lack of objection from Sport England, and from the RFU, FF and Leicestershire and Rutland FA gives further weight to this view.

The need for the facility has been demonstrated in the data used in the Transport Statement and expressed in the statement submitted in response to the objections pointing out the smaller size of other neighbouring mosques, and in particular, the need for dedicated female spaces. This need is also supported by a large number of supporting comments, many of which express a need for a place of worship in walking distance. I consider the location to be appropriate to the use, consistent with the objectives of Core Strategy Policy CS08 and of emerging Local Plan policy CT05.

In relation to highway safety, parking and congestion it would be difficult to demonstrate that approval of the proposal would compromise highway conditions to such an extent as can be considered unacceptable, in relation to National Planning Policy Framework paragraph 116 and the use of a Travel Plan will help to secure sustainable travel objectives.

I consider that conditions ensuring that the new windows are installed to the acoustic performance detailed at page 14 of the noise assessment, restricting the hours of use to those specified above and ensuring that no scheduled formal activities take place externally would mean that the proposal will have an acceptable impact on the residential amenity of neighbouring properties.

The proposal will not have a harmful impact on protected species or biodiversity and, with the condition referred to above attached, will have an acceptable impact in terms of flooding, drainage and water run-off.

I therefore recommend APPROVAL subject to the following conditions:

CONDITIONS

1. START WITHIN THREE YEARS
2. Any gates installed along the access route from Knighton Lane East shall be set back at least 5 metres into the site from the highway boundary and shall be fixed so that they open inwards only (in the interests of highways safety and in accordance with saved City of Leicester Local Plan policy AM01, Core Strategy policy CS14 and paragraph 116 of the National Planning Policy Framework).
3. Before the occupation of any part of the development, all parking areas shall be surfaced and marked out in accordance with the 'Existing/Proposed Site Plans' ref. VD25776, received 15.10.25. 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 saved City of Leicester Local Plan policies AM01 and AM11,

Core Strategy policy CS03 and paragraph 116 of the National Planning Policy Framework).

4. No part of the development shall be occupied until a Travel Plan for the development has been submitted to and approved in writing by the City Council as local planning authority and shall be carried out in accordance with a timetable to be contained within the Travel Plan, unless otherwise agreed in writing by the Council. The plan shall (a) assess the site in terms of transport choice for staff, users of services, visitors and deliveries; (b) consider pre-trip mode choice, measures to promote more sustainable modes of transport such as walking, cycling, car share and public transport (including providing a personal journey planner, information for bus routes, bus discounts available, cycling routes, cycle discounts available and retailers, health benefits of walking, car sharing information, information on sustainable journey plans, notice boards) over choosing to drive to and from the site as a single occupancy vehicle users, so that all users have awareness of sustainable travel options; (c) identify marketing, promotion and reward schemes to promote sustainable travel and look at a parking management scheme to discourage off-site parking; (d) include provision for monitoring travel modes (including travel surveys) of all users and patterns at regular intervals, for a minimum of 5 years from the first occupation of the development brought into use. The plan shall be maintained and operated thereafter. (To promote sustainable transport and in accordance with saved City of Leicester Local Plan policies AM01, AM02 and AM11, Core Strategy policies CS14 and CS15 and paragraph 116 of the National Planning Policy Framework).

5. No part of the development shall be occupied until secure cycle parking for 12 cycles has been provided in the position shown on 'Existing/Proposed Site Plans' ref. VD25776, received 15.10.25. The secure cycle parking shall be retained thereafter. (In the interests of the satisfactory development of the site and in accordance with saved City of Leicester Local Plan policy H07, Core Strategy Policy CS14 and paragraph 116 of the National Planning Policy Framework).

6. No part of the development shall be occupied until new glazing has been installed to all external windows to the minimum sound insulation values demonstrated in Table 6 of the "Assessment of the Existing Noise Climate" by Druk Ltd (ref. DRUK/ACC/RS/KLEPM/3323, dated 31.07.25). The glazing shall be retained thereafter at the same minimum acoustic performance and shall also include mechanical ventilation allowing for air changes per hour. (In the interests of the amenity of neighbouring residential properties and in accordance with saved City of Leicester Local Plan policies PS10 and PS11 and paragraph 200 of the National Planning Policy Framework).

7. The use shall not be carried on outside the hours of 07:30 and 23:00 daily except during the Holy Month of Ramadan when the use shall not be carried on outside the hours of 07:30 and 00:30. (In the interests of the amenity of neighbouring residential properties and in accordance with saved City of Leicester Local Plan policies PS10 and PS11 and paragraph 200 of the National Planning Policy Framework).

8. The hardstanding around the site and the grassed area to the south of the building shall not be used for any formal scheduled activities (for example worship,

religious events, weddings, classes or community events) at any time during the lifetime of the use. (In the interests of the amenity of neighbouring residential properties and in accordance with saved City of Leicester Local Plan policies PS10 and PS11 and paragraph 200 of the National Planning Policy Framework).

9. No part of the development shall be occupied until details regarding a) how the risk of blockage from the small-diameter orifice plate will be managed (ref. section 4.8 of the Surface Water Drainage Strategy) and b) product specifications or design drawings of the raingarden and cellular storage crates have been submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with these details. (To reduce surface water runoff and to secure other related benefits in accordance with Core Strategy policy CS02).

10. No part of the development shall be occupied until the Surface Water Drainage Strategy has been fully implemented in accordance with the details submitted in the "Surface Water Drainage Strategy" by Unda (ref. 95330-AIAlousi-KnightonLaneEast_SWDS, dated 01.10.25) together with the details secured under Condition 9 above It shall thereafter be managed and maintained in accordance with the approved details. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy).

11. The development shall be carried out in accordance with the Flood Resistance Design Measures detailed at paragraph of the "Flood Risk Assessment for Planning" by Unda (ref. 95330-AIAlousi-KnightonLaneEast issue: v2.0, dated 12.09.25) and the measures with the "Flood Warning and Evacuation Plan" by Unda (ref. 95330-AIAlousi-KnightonLaneEast-FWEP-v1.0, dated 12.09.25). The Floor Resistance Measures be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority in consultation with the Lead Local Flood Authority.

12. Development shall be carried out in full accordance with the following approved plans:
'Existing/Proposed Site Plans' ref. VD25776, received 15.10.25.
'Existing/Proposed Floor Plans/Elevations' ref. VD25776, received 18.02.25.
(For the avoidance of doubt).

NOTES FOR APPLICANT

1. The building may be suitable for roosting bats, which are protected by law from harm. The applicant should ensure that all contractors and individuals working on the property are aware of this possibility, as works must cease if bats are found during the course of the works, whilst expert advice from a bat ecologist is obtained. Bats are particularly associated with the roof structure of buildings, including lofts, rafters, beams, gables, eaves, soffits, flashing, ridge-tile, chimneys, the under-tile area, etc. but may also be present in crevices in stone or brickwork and in cavity walls.

Further information on bats and the law can be found here [Bats: protection and licences - GOV.UK](#)

2. 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. Further information on birds and the law can be found here - Wild birds: protection and licences - GOV.UK

3. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption/transitional arrangement is considered to apply:

Development below the de minimis threshold, meaning development which:

i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4. 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 2025 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_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.

2014_CS01	The overall objective of the Core Strategy is to ensure that Leicester develops as a sustainable city, with an improved quality of life for all its citizens. The policy includes guidelines for the location of housing and other development.
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_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.

COMMITTEE REPORT

20250994	538 Saffron Lane	
Proposal:	Change of use from house (Class C3) to a residential family assessment centre (Sui Generis)	
Applicant:	Nexus Family Ltd	
App type:	Operational development - full application	
Status:	Change of use	
Expiry Date:	7 November 2025	
SPV	TEAM: PD	WARD: Saffron



Summary

- The application is being brought to the committee as the applicant is an employee of the council
- The proposal is the change of use of house to residential assessment centre
- The main issues are the principle of the use, the impact on noise and disturbance and highways.
- 4 letters of objection and a petition with 17 signatures have been submitted on the grounds of the impact on the local community and traffic concerns
- Recommendation of Conditional Approval

The Site

The application relates to a three-bedroom semi-detached house located in a residential area.

The house is located on Saffron Lane, which is a quality bus corridor and is directly opposed a pedestrian crossing, the other side of the road is a local shopping centre.

The property does not have off-street vehicular parking, and it would not be possible to achieve this given the proximity of the pedestrian crossing.

The house has a garden at the rear and a side access.

Background

The area was first developed for housing in the Interwar period, but this house and its neighbours were redeveloped in the mid-1980s.

The Proposal

Use

It is proposed to change the use of the house to a residential family assessment centre. It would be a facility where families, who have been referred by the local authority due to a child welfare concern can stay for a short period of time. During the stay they would be assessed by professionals to determine if it is safe for the family to remain together.

A maximum of two families, would be present in the property at any one time. The property would be staffed on a 24-hour basis by support workers on a rota, there would be a maximum of two support staff on site at any one time. Overnight, one waking night staff member will be on duty to provide care and supervision as needed.

The proposed use would be regulated by Ofsted and the Care Quality Commission (CQC) and would operate in accordance with the Care Standards Act 2000, the Residential Family Centres Regulations 2002, and the National Minimum Standards for Residential Family Centres.

A registered manager would also be at the property from 08:00 to 17:00 Monday-Friday and alternate weekends.

Additional professional visitors – such as social workers, local authority officers, independent chairs, and those from Ofsted (annually) – would attend the property as required. Contact with residents' family and friends will not take place at the home; such contacts will be arranged via the social worker and in a safe and neutral environment.

Alterations

Internally, the existing through lounge on the ground floor would be subdivided to form a bedroom at the front of the property and a lounge at the rear, while the downstairs WC would be enlarged to form a shower room. Upstairs the layout would remain the same but the smaller rear bedroom would become an office. Sound insulation is proposed to be installed along the party wall with the adjoining house (540 Saffron Lane)

No external alterations are proposed

Amended plans were submitted to include the insulation and changes to the WC.

Policy Considerations

National Planning Policy Framework (NPPF) 2024

Paragraphs 2 (Application determined in accordance with development plan and material considerations)

Paragraph 11 (Presumption in favour of Sustainable Development)

Paragraphs 44 (Sufficient information for good decision making)

Paragraph 57 (Six tests for planning conditions)

Paragraphs 116 and 117 (Highways impacts)

Paragraphs 135 and 139 (Good design and ensuring high standard of amenity)

Paragraph 187 (Noise and Pollution)

Paragraph 193 (Habitats and Biodiversity)

Development Plan Policies

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

Representations

There have been letters of objection received from four city addresses as well as a petition against the proposal signed by 17 people.

The following points have been raised:

- The local community has many elderly residents making it unsuitable for vulnerable families.
- Negative impact on community cohesion and increased safety fears
- Increased pressure from traffic and parking in an area which experiences high levels of traffic and parking problems
- 24 Hour use would introduce disruption and parking issues all day
- Lack of consultation with the local community
- Negative impact on property values and the general character of the area.

Consultations

Environmental Health (noise) Team

Request a Noise Management Plan as the proposed use has the potential to generate more noise than a family house associated with increased occupancy and activity.

Local Highway Authority

Saffron Lane is a busy, classified road (B5366) subject to a 30mph speed limit. In the vicinity of the site the highway comprises a two-way single width carriageway with cycle lanes and wide footways on each side, part of which (adjacent to the carriageway and probably previously grass verge) is used for parking. It is not entirely clear whether this use is authorised, although the kerbs appear to be dropped and much of it is hard surfaced. Immediately in front of the application

site is a signalised pedestrian crossing. Bus routes, both orbital and into and from the city centre, run along Saffron Lane

There is no off-street parking associated with the property, however, the site is considered to be in a sustainable location with easy access to local services, facilities, amenities, and public transport routes, encouraging the use of sustainable modes of travel rather than depending on the private car.

The proposal is for the change of use of the existing dwelling to a residential family assessment centre whereby families would stay for a short period of time so that professionals can determine if it is safe for the family to remain together. According to the Supporting Statement, the property will remain as is with three bedrooms plus an office for staff. One member of staff would be on site at all times with a manager there during office hours and alternate weekends. Other professionals would also visit the site at intervals.

Bearing in mind the residential nature of the property as a three bedroom dwelling which could accommodate a couple and adult children, all of which drive, it is possible that a slight increase in the traffic generated could result from the proposed use, however, as stated above, the site is in a sustainable location with opportunities to use modes of transport other than the private car and, should an employee drive to the site, it would be difficult to demonstrate that the additional vehicle movements and demand for parking, relative to that of dwelling or that which currently occurs locally, would have a significant impact on existing highway conditions.

In light of the comments above, the Highway Authority does not raise any objections to the proposal.

Social Care Department

Family Assessment Centres usually have one or two parents and a relatively small baby, in this case the plan is for two of these. Stays are limited to 12-24 weeks in most cases. There is a growing need for these centres as the Family Courts are requesting more residential assessments. The provider is well established in this field. There is a low risk of anti-social behaviour from these types of units.

No Objections

Consideration

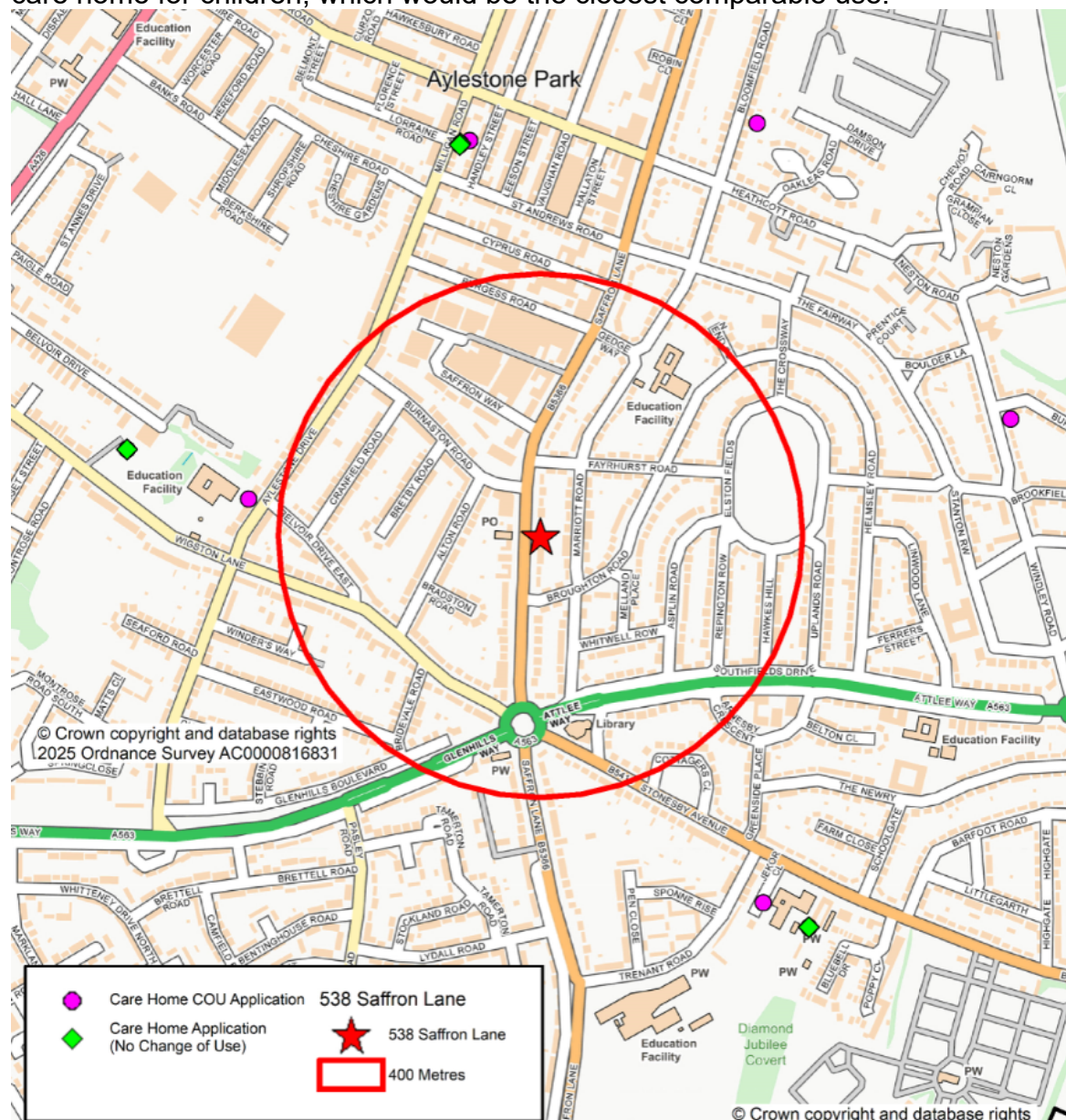
Principle of development

The proposed use is residential in nature and as such, is appropriate to take place within a house in a residential area.

The City Council aims to facilitate the provision of a range of accommodation to meet the special housing needs of all City residents and the Council's Core Strategy Policy CS06 supports the provision of supported housing to meet special needs. As such the principle of the use is in accordance with the aims of this policy and the principle of development is acceptable.

Additionally, I consider that the change of use would not contribute to any significant/unacceptable over-concentration of this type of use in this area. Having reviewed planning history of all properties within a 400m radius of the site there

are no similar properties with planning permission granted for use as a Class C2 care home for children, which would be the closest comparable use.



400m radius around the development site, 538 Saffron Lane

Living conditions (*The proposal*)

The proposed layout would be similar to the existing house layout. All principal room windows would retain good levels of light and outlook and there is sufficient space within the bedrooms to accommodate a cot. The revised plans show there would be two bathrooms available which I consider to be acceptable if two families-in-care are present in the property.

The property retains a large kitchen, a lounge with conservatory and a good-sized rear garden over 100sqm in area.

Overall, I am satisfied that the property would be able to provide a satisfactory living environment for its residents.

I would have concerns should more than two families be housed in the property at any one time and as such, I recommend a condition limiting the use of the property to a maximum of two families in care at any one time.

Residential amenity (*neighbouring properties*)

Taken together, NPPF paragraph 135f & 198, and Local Plan policies PS10 and PS11 require amenity to be retained for neighbouring residents from developments.

The proposed use raises the potential for increased levels of noise and disturbance to the occupiers of neighbouring properties associated with increased occupancy of the property and comings and goings.

The comments of the environmental health officer are noted; however, it is not considered reasonable to require a Noise Management Plan for a property of this scale and it would not be practical or reasonable to control how the property or its garden are used by its occupiers.

It is proposed to install additional sound insulation along the party wall with 540 Saffron Lane, which I consider would be acceptable to mitigate any sound transfer to this property and would make the property better insulated than the current house. This is recommended to be secured through a condition.

There may be increased levels of comings and goings, but I do not consider this would be detrimental to the character of the area or the residential amenity of the occupiers of neighbouring properties.

Waste storage and collection

There is sufficient space to store bins off the public highway at the property. Bin and waste arrangements are proposed to stay the same as existing, which is considered to be acceptable.

Highways and Parking

There is no off-street car parking available at the property; given the proximity of the pedestrian crossing it would not be possible to create the necessary access. Semi-formal off-street parking takes place along this section of Saffron Lane which would be able to accommodate demand for off street spaces. The property is also located in a highly sustainable location with good access to shops and services and sustainable transport options.

As such it is considered the use would be able to operate well in this location and would not have an unreasonable impact on local parking provision.

Other matters

Notwithstanding the concerns of the objectors, it is not considered that the proposed use would adversely affect the character of the area; impacts on property values are not a material planning consideration. It is noted that a safety concern has been raised but it is not considered that the use would lead to any increase in antisocial behaviour or pose any risk to local residents.

Conclusion

I therefore consider this proposal to be acceptable and recommend it is APPROVED 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. The premises shall not be used to accommodate any more than 2 families in care at any one time, unless otherwise approved in writing by the local planning authority. (To enable consideration of the amenity of residents and parking impacts of a more intensive use, in accordance with Policy CS14 of the Leicester Core Strategy (2014) and saved Policy PS10 of the Local Plan (2006).
3. Prior to the commencement of the use approved under this application, the following works shall be completed in accordance with the details contained in the approved plans:
 - New stud walls not connected to any existing party walls
 - A cavity of at least 75mm between stud and party walls
 - At least 25mm acoustic insulation quilt within the cavity
 - At least 2 layers of 15mm acoustic plasterboard(To reduce noise levels and protect the residential amenity of the occupiers of numbers 540 Saffron Lane and in accordance with saved City of Leicester Local Plan policy PS10).
4. Development shall be carried out in full accordance with the following approved plans:
 - 25/52/01, Proposed Floor Plans, Rev. A, Received on 11 September 2025
 - 25/52/04, Party Wall Sound Insulation, Received on 11 September 2025 (For the avoidance of doubt).

NOTES FOR APPLICANT

1. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption/transitional arrangement is considered to apply:

Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

2. 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 2024 is considered to be a positive outcome of these discussions.

Policies relating to this recommendation

2006_AM12	Levels of car parking for residential development will be determined in accordance with the standards 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.
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_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.

COMMITTEE REPORT

20240552	8-14 Raymond Road & 234A Narborough Road	
Proposal:	Demolition of two storey clothing factory building at 8-14 Raymond Road (Class B2); construction of 3-storey residential apartments (Class C3) and change of use of 234A Narborough Road from Storage (Class B8) to residential apartments (Class C3) to provide 14 self-contained flats (12x 1 bed and 2x 2 bed flats); alterations (amended plans received 08/04/2025, 24/06/2025, 11/07/2025 and 07/10/2025) (subject to section 106 agreement)	
Applicant:	Mr Aman Singh	
App type:	Operational development - full application	
Status:	Smallscale Major Development	
Expiry Date:	30 October 2025	
RB	TEAM: PM	WARD: Braunstone Park & Rowley Fields



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Summary

- The application has been brought to committee as there have been 7 objections raised by more than 5 different households within the city.
- The main issues include neighbouring residential amenity, living conditions for occupiers and parking.

- The application was recommended for approval at your meeting on 10th September but was deferred for further consideration of issues relating to the accessibility of the proposed cycle parking arrangements.
- The application is recommended for approval subject to conditions and section 106 agreement.

The Site

The application relates to a series of existing factory buildings on the site of 8-14 Raymond Road. The site is designated in the saved version of the Local Plan (2006) as being within a primarily residential area and is partly within and adjacent to the Narborough Road/Hinckley Road District Centre.

The existing factory building at the 8-14 Raymond Road address is two storeys facing Raymond Road and one storey towards the rear of the site. The existing building at 234A Narborough Road is two storeys with existing vehicle and pedestrian access through an undercroft below 234 Narborough Road to Narborough Road the west. The undercroft is the only part of the site that is located within the Narborough Road/Hinckley Road District Centre.

The site is also located within an Air Quality Management Area, an Article 4 direction area that removed permitted development rights for the change of use of class C3 dwellings to houses in multiple occupation within use class C4, and is within a 250m buffer of known air pollutant ST Richards S Station.

The site is within the setting of the locally listed building at 53 Narborough Road: No. 230, Former Tram Depot.

Background

12 Raymond Road

Application 015717 for the alterations extension to and partial rebuilding of factory premises to provide additional production space, new toilet accommodation, reception area, off-street loading/unloading parking & office was approved on 12/05/1967.

Four applications, 19882598, 19892339, 1900502 and 19920626 were approved between 1989 and 1992 for variations to the working hours and to apply for the continuation of these working hours.

234A Narborough Road

Application 20041453 for the change of use of first floor from warehouse (Class B8) to two self-contained flats (Class C3) was refused on 03/09/2004 for the following reason:

- Insufficient details have been provided to demonstrate that there will be no adverse effect on residential amenity through noise from the neighbouring knitwear factory on the proposed self-contained flats. As such the proposal may be contrary to policies H6 and H14 of the City of Leicester Local Plan 1994.

The Proposal

The application proposes:

- the demolition of the two storey clothing factory building at 8-14 Raymond Road, which falls under the use class B2;
- the construction of a 3-storey building comprising of 8 self-contained flats under the use class C3;
- the change of use of the existing building at 234A Narborough Road from Storage, under the use class B8, to 6 self-contained flats, under the use class C3;
- alterations to the existing building at 234A Narborough Road includes replacement windows to the western elevation, the bricking up of two windows on the western elevation with matching brickwork, new windows and doors to the eastern elevation, the installation of an external walkway at the rear;
- Cycle parking, bin storage and a landscaped courtyard.

The proposed 3 storey building facing Raymond Road would measure 16.1m in width, 16m in depth, 6.1m in height to the eaves and 9.3m in total height. The building would have a dual-pitched roof, with a flat roofed rear dormer element that would measure 2.8m in height, 15.6m in width and 8.4m in depth. There would be a flat roofed projection beyond the proposed rear dormer element that would be partially used for a balcony terrace.

The eaves and ridgeline of the proposed building would match the existing height of the neighbouring terraced dwellings to the east of the site, along Raymond Road. The eaves height and roof angle would match those of the neighbouring terraced properties to the west. The ridge height will be 1.4m higher than the ridge height of these properties.

The proposed building would be attached to the two storey building at 234A Narborough Road to the west of the site that would be retained. The buildings would be linked at ground floor level with access to the plant room proposed within the southern part of the ground floor within the existing building.

A total of 14 self-contained flats (12x 1 bed and 2x 2 bed flats) are proposed as part of the application.

The proposed breakdown of the flats is as follows:

- Flat 1 would be located on the ground floor of the proposed new building is a 1 bed 2 person flat, measuring 50sqm and comprising of a kitchen/living room/diner, a bedroom and a bathroom;
- Flats 2 and 3 would be located to the rear of the proposed new building at ground floor level, would both be 1 bed 1 person flats and would have a mirror layout, measuring 40sqm and comprising of a kitchen/living room/diner, a bedroom and a shower room;
- Flats 4, 5 and 6 would be located on the ground floor of the building to be converted at the rear of 234A Narborough Road. Flat 4 would be a 1 bed 2 person flat and flats 5 and 6 would be 1 bed 1 person flats. They would measure 55.7sqm, 43sqm and 43.5sqm respectively. All three flats would comprise of a kitchen/living room/diner, a bedroom and a shower room;

- Flats 7, 8, 9 and 10 would be located on the first floor of the proposed new building, would all be 1 bed 1 person flats apart from flat 7 which would be a 1 bed 2 person flat. These flats would measure 50sqm, 46.9sqm, 40.2sqm and 40.2sqm respectively. All of these flats would comprise of a kitchen/living room/diner, a bedroom and a bathroom;
- Flat 11 would be located across the first floor and the loft space of the building to be converted at the rear of 234A Narborough Road. The flat would be 2 bed 4 person flat, measuring 95.6sqm and would comprise of a kitchen/living room/diner, 1 bedroom and shower room on the first floor and 1 bedroom in the loft space;
- Flats 12 and 13 would be located on the first floor of the building to be converted at the rear of 234A Narborough Road. They would both be 1 bed 1 person flats, would measure 42.7sqm and 43.4sqm respectively. Both flats would comprise of a kitchen/living room/diner, a bedroom and a shower room;
- Flat 14 would be located across the second floor of the proposed new building, would be a 2 bed 4 person flat, would measure 83.5sqm and would comprise of a kitchen/living room/diner, 2 bedrooms, an ensuite shower room to one of the bedrooms and a shower room.

All proposed flats meet the Nationally Described Space Standards (NDSS).

The following materials are proposed for the new three storey building:

- Wienerberger Autumn Russet Sovereign Stock in Flemish and stretcher bond where indicated;
- Wienerberger Tahiti Green Glazed bricks;
- Wienerberger Staffordshire Smooth Blue Solid blue bricks;
- Natural Welsh Slate roof tiles;
- Aluminium windows and doors, Schuco powder coated;
- Greencoat powder coated aluminium standing-seam cladding;
- Corbelled brick dentil detail;
- Cast stone/concrete lintels/sills painted off-white;
- Black aluminium rainwater goods;
- Timber door painted bottle green;
- Natural stain treated oak fins/gate on galvanised steel fixings;
- Steel beam powder coated grey/brown;

The following external materials are proposed to facilitate the conversion of the 2 storey building to the rear of 234A Narborough Road:

- Existing pantile roof tiles to be re-laid;
- Matching bricks proposed for the blocked-up openings;
- Aluminium windows and doors, Schuco powder coated;
- Galvanised steel frame and balustrade with mesh/grate walkway;
- Yellow/grey through coloured render to the east facing elevation;

A courtyard area at the rear of the site is proposed. Covered cycle parking for 18 bicycles, including 4 electric cycle charging points, and hard and soft landscaping are proposed within the courtyard area.

Bin storage is proposed at ground floor level within the proposed new building with access directly onto Raymond Road.

The following documents were submitted with the application:

- Archaeological Desk Based Assessment;
- Environmental Noise Assessment;
- Air Quality Assessment;
- Building for Healthy Life Assessment;
- Sustainable Energy Statement;
- Drainage Strategy;
- Heritage Statement;
- Design and Access Statement and Flood Risk Assessment;
- Transport Statement;
- Preliminary Roost Assessment;
- Affordable Housing Statement;
- Draft Section 106 Heads of Terms and
- Floorspace Schedule;

Amended plans were received during the consideration of the application, to:

- Improve the layout and living conditions of the occupiers of the proposed flats;
- Improve the design and provide additional information in relation to materials submitted with the application;
- Provide a sample panel drawing;

The following additional document was also provided during the course of the application process:

- Sustainable Energy Statement with Daylight Assessment

In response the deferral of the application on 10th September, amended plans have been received to:

- Redesign the ground floor layout to allow for key-fobbed automatic door access to the front and rear doors;
- Provide additional details of the secure cycle shelter along with four electric cycle charging points;
- Increase the size of the bin storage area; and
- Increase the size of flats 1 and 7 to ensure that they meet the Nationally Described Minimum Space Standards (NDSS).

Policy Considerations

National Planning Policy Framework (NPPF) 2024

Paragraphs 2 and 11 (Presumption in favour of sustainable development)

Paragraph 56 (Use of planning conditions)

Paragraph 58 (Planning Obligations)

Paragraph 59 (Viability)

Paragraphs 115, 116 and 117 (Highways)
Paragraph 124 and 125 (Effective use of land)
Paragraphs 131, 135, 139 and 140 (Good design and amenity)
Paragraph 136 (Trees)
Paragraph 166 and 167 (Sustainable Energy)
Paragraphs 170, 181 and 182 (Climate change, Flooding and sustainable drainage)
Paragraph 187 and 188 (Biodiversity)
Paragraph 196 (Land Pollution)
Paragraph 198 and 200 (Pollution)
Paragraphs 203, 210, 216 and 218 (Significance of heritage assets)

Development Plan policies

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

Supplementary Planning Documents (SPD)

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

Other planning documents and legislation

Leicester Street Design Guide (2020)
City of Leicester Local Plan Appendix One– Vehicle Parking Standards (2006)

Consultations

Pollution Control - Noise

No objections.

Pollution Control – Land

No objections subject to a land contamination condition being attached.

Lead Local Flood Authority (LLFA)

No objection subject to additional SuDS and drainage information being secured by condition.

Local Highway Authority

No objection subject to conditions.

Air Quality

No objection subject to condition.

Better Buildings (Sustainability)

No objection subject to condition to secure sustainable energy details.

Waste Management

No objection.

Education and Schools

No developer contributions have been requested.

Parks and Green Spaces

The proposed residential development, within the Braunstone & Rowley Fields 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 other needs of the new residents are limited and therefore we will be looking to make quality improvements to existing open space provision to minimise the impact of this development. Based on the formula from the Green Space SPD a contribution of £14,811.00 is required in response to this application. The contribution will be used towards improvements to the existing kick-about space, and for additional tree planting.

NHS (ICB)

Calculations have been made to determine that the proposed development would result in 21 additional patients, which will require almost 1.5 hours of clinic time per week. The contribution of £8400.00 is requested.

Representations

Seven objections from seven different addresses within the city have been received, which have outlined the following concerns:

- The proposal would result in the overlooking of neighbouring rear gardens;
- The proposed development will result in loss of light to neighbouring properties;
- Raymond Road is the first street outside the 'permit parking', resulting in parking issues along the road;
- There is a car tyre business to the rear of the proposal which may cause noise nuisance to the residents of this potential development;
- The nearby locally listed former tram shed has already been negatively affected by fairly recent development, particularly when it was converted to a gym. Please feel free to contact;
- There are too many flats proposed resulting in overcrowding;
- There are too many single occupant flats that would attract too many single people in an area with family housing;
- The site should be used for additional car parking;
- The construction would result in noise and disruption for neighbouring residents; and
- The use of the site for flats would result in depreciation of house prices in the area.

Consideration

Principle of development

Policy CS06 of the Leicester Core Strategy (2014) undertakes to meet the City's housing requirements over the plan period through, inter alia, limited housing growth within established residential areas and small housing infill to support the development of sustainable communities. It goes on to require new housing developments to provide an appropriate mix of housing and in particular larger family housing.

As the council cannot currently demonstrate a 5 Year Housing Land supply there is a further presumption in favour of residential development due to the necessary application of the 'tilted balance' as required by the NPPF.

The proposal lies within a residential area consisting of terraced and semi-detached houses. Notwithstanding the site and the adjoining site are in employment use, the proposal is in accordance with local and national policy in relation to the principle of the proposed development, subject to the appraisal of other material considerations detailed within the report.

Character and design

Policy CS06 of the Leicester Core Strategy (2014) states that new housing should be provided in accordance with the sustainable development and design principles set out in policy CS03 in order to protect residential amenity and provide quality development.

Policy CS03 of the Leicester Core Strategy (2014) states that high quality, well designed developments that contribute positively to the character and appearance of the local built environment are expected. It goes on to require development to respond positively to the surroundings and to be appropriate to the local setting and context and, at paragraph 1 (first bullet point), to contribute positively to an area's character and appearance in terms of *inter alia* urban form and high-quality architecture. Saved Policy PS10 of the Local Plan (2006) sets out a number of amenity factors to be taken into account when determining planning applications including the visual quality of the area and the ability of the area to assimilate development.

The existing two storey terraced residential dwellings surrounding the application site are mostly constructed in orange brick. The industrial building to the north of the site and the existing factory to be demolished are two storeys in height and are also constructed in orange brick.

The proposed three storey building facing Raymond Road would match the eaves and ridge height of the neighbouring terraced properties to the east and would match the eaves height of the neighbouring properties to the west. The terraced properties to the west would have a ridge height of approximately 1.4m lower than that of the proposed building. However, the pitch of the roof of both buildings would be at the same angle and the increased massing would be set back when viewed from the street scene. Therefore, I consider that the height difference would not result in an overbearing impact on the neighbouring terraced properties to the west resulting in an adverse impact on the character and appearance of the area.

The existing detailing and materials on the neighbouring terraced houses is proposed to be replicated on the Raymond Road frontage of the proposed building. Sills, lintels, Flemish brick bonding and corbelled brick detailing below the eaves are proposed.

The orange brickwork, cream coloured sills and lintels and natural Welsh slate materials are also proposed to match the existing materials along the street. At ground floor level green glazed bricks and wooden fins are proposed to add interest to the design. The materials proposed to the rear are more modern in appearance, which includes aluminium standing seam cladding proposed for the fascia of the rear dormer element, render for the side elevation of the refurbished building to the rear of 234 Narborough Road and stretcher bond brick to the rear elevation of the 3 storey building. I consider that the proposed materials are appropriate response to the surrounding context, both to the front of the site in relation to the character of the area, and to the rear of the site to provide a suitable living environment for future occupiers.

I consider it necessary for the materials schedule, along with the submitted sample panel drawing to be conditioned to secure the quality of development that has been presented in the supporting documents. The conditions would require a new materials schedule and sample panel drawing to be submitted to outline specific manufacturer materials that the proposed development would be constructed with.

A Desk Based Archaeology Assessment has been submitted with the application. The report concludes that there is a low probability of Roman and Medieval archaeology on site and a moderate potential for 20th century archaeology. There are no archaeological concerns and no conditions are recommended in this respect.

The proposed development would have a neutral impact on the locally listed tram shed to the north of the site and any impact would not be visible from the street scene.

I consider that the proposed development is well designed and it respects the character and appearance of the surrounding area, and is in accordance with Core Strategy policies CS03 and CS18 and paragraphs 131, 135, 139, 140, 210, 216 and 218 of the NPPF.

Residential Amenity (Neighbouring Occupiers)

The proposed development is located within a primarily residential area, with residential properties to the east, south and west of the site. Due to the proximity of the site to the Narborough Road/Hinckley Road District Centre, there are also retail properties to the north and west of the site.

As the lawful use of the existing building at 8-14 Raymond Road falls within the use class B2 for factory use, which is considered a noisy use class, I consider that the noise impacts from the proposed residential use will be much less than the potential impacts from the current lawful use.

SPD Residential Amenity (2008) sets out guidance for window separation distances within residential areas. The recommended separation distances between first floor windows and a brick wall is 15m, the recommended distance between two indirectly facing windows is 18m and the recommended distance between two facing windows set out within the guidance is 21m. The recommended distance between a first floor habitable room and undeveloped land including gardens is 11m.

The change of use of the existing building to the rear of 234 Narborough Road would result in use of the building at different times to the existing factory use. The proposal

would result in the existing windows facing the rear elevation of 234 Narborough Road being retained as well as additional openings being provided. There are four flats within the building at 234 Narborough Road to the west of the site. From the Officers' site visit the flats appeared to be mainly at first floor level, but there was an existing flat at ground floor level within the existing rear outrigger. The outlook for this flat is to the south and would not look directly towards the proposed flats. As such, I consider that the proposed development would not have a significant impact on the occupiers of these existing flats.

The distance between the first floor windows within the converted building at 234A Narborough Road and the first floor flats facing the application site is approximately 13.5m. As the habitable rooms within the proposed flats would be dual aspect, amended details have been received to ensure that all the windows that face towards the flats at 234 Narborough Road are obscure glazed up to 1.8m above floor level to avoid any unacceptable overlooking between the flats. I consider that the habitable rooms affected within the proposed flats would receive sufficient outlook to the western side and would still receive a good level of light from both the east and western sides.

The outlook from the proposed flats within the converted building at 234A Narborough Road would be towards the rear gardens of the properties along the northern side of Raymond Road to the west of the site. The separation distance from the east facing windows to the common boundary of the site and the rear garden of 16 Raymond Road would be 16m and the separation distance would be approximately 14.5m from the external walkway to the boundary. Both of these separation distances would be in excess of the recommended 11m distance set out in SPD Residential Amenity. Therefore, although there would be an intensification of occupancy of the site looking towards the rear gardens of the properties to the east of the site, I consider that the separation distance is well within the guidance and is therefore acceptable.

The demolition plan shows that the existing wall on the eastern side of the site that forms the eastern side elevation of the existing single storey building would be retained. This wall is approximately 3.3m in height and would be sufficient to screen any potential overlooking from the proposed courtyard or the east facing ground floor flats towards the neighbouring property at 16 Raymond Road. As the wall is existing, its retention would not result in any additional impacts in terms of the overshadowing or overbearing impact on the neighbouring garden than the existing situation.

The proposed cycle parking shelter would not project above the existing 3.3m high wall and as such its massing would not have a detrimental impact on neighbouring amenity.

The neighbouring property at 16 Raymond Road has a 2 storey outrigger at the rear within an approximately 3.7m deep single storey outbuilding projecting to the rear of the outbuilding. There is a rear facing bathroom window at first floor level within the outrigger.

The rear elevation of the proposed 3 storey building would project less than 1 metre beyond the rear elevation of the existing building on site and the height of the building to the rear would be approximately 1.6m higher than the height of the existing building adjacent to the neighbouring outrigger. The wall projecting beyond the outrigger and

adjacent to the neighbouring rear outbuilding would be the same height as the existing building.

Although the proposed building would be larger than the existing building and would be more visible from the neighbouring gardens, particularly at 16 Raymond Road, I consider that any impacts in relation to overshadowing would be mitigated by the position of the existing outrigger and single storey rear outbuilding and would be similar to the existing situation. Moreover, I consider that the proposed development would not result in a loss of light or outlook to the occupiers of the neighbouring property, as there are no rear facing habitable rooms adjacent to the application site that could be affected by the proposed development.

The proposed balcony for the flat would be set away from the common boundary with 16 Raymond Road and set back from the rear elevation of the proposed 3 storey building. Along with the 3.3m high boundary wall to be retained, I consider that it would be difficult for the future occupiers to obtain direct views of neighbouring gardens that would result in a significant detrimental impact on neighbouring occupiers. As such, I consider that the location of the balcony would be acceptable in this instance.

There are no habitable room windows at the rear of the neighbouring properties at 4 and 6 Raymond Road to the west of the site. The proposal would result in a slight increase in massing, which would be visible at this side of the site; however, I consider that the impact would not have a significant adverse effect on the amenity of the occupiers of these dwellings, as only 1.5m of the application site abuts the neighbouring site at 6 Raymond Road, the rear amenity space at the neighbouring property is already significantly overshadowed, the useable private amenity space within the rear gardens is set away from the proposed development and no habitable room windows would be affected by the proposal.

There are no other residential properties that could be affected by the proposal, as the 2 storey building to the north of the site and the existing flats at 232 Narborough Road do not have any windows that face the site. As such, I consider that the proposed development would not have a significant detrimental impact on the amenity of neighbouring occupiers which would warrant the refusal of the application. I consider that the proposal would accord with saved local plan policy PS10 when taking into account the impact the proposed development would have on the amenity of nearby residential occupiers.

Living Conditions (Future Occupants)

Saved City of Leicester policy H07 states *'Planning permission will be granted for new flats and the conversion of existing buildings to self-contained flats, provided the proposal is satisfactory in respect of the location of the property and the nature of nearby uses, the creation of a satisfactory living environment, the arrangements for waste bin storage and car or cycle parking, the provision, where practicable, of a garden or communal open space and the proposed or potential changes to the appearance of the buildings, and their settings.'*

Saved policy PS10 states the factors that will be taken into account concerning the amenities of existing and proposed residents when considering planning applications. These factors include things such as noise, light, smell and air pollution, the visual

quality of the area, additional parking and vehicle movements, privacy and overshadowing, safety and security, access to key facilities.

Flat sizes

The proposal is for a mix of 1 and 2 bed self-contained flats. They range in size from 40.2sqm for the smallest 1 bedroom flats to 83.5sqm for the 2 bed 4 person flat. All the flats proposed meet the minimum size requirements set out in the Nationally Described Space Standards (NDSS). As such, I consider the overall sizes and layouts of the flats to be acceptable.

Accessibility

Core Strategy policy CS06 states that all new housing units should, where feasible, be designed to Lifetime Homes Standards with an appropriate proportion to wheelchair accessible standard. Lifetime Homes standards are now obsolete but given the introduction of the Building Regulations 2010 access to and use of dwellings Approved Document M Volume 1: 2015 edition including the 2016 amendments; all new homes, where feasible, should now meet the national accessible and adaptable standard M4(2). Normally converted buildings would not be required to meet the accessibility standards due to physical constraints. However, in this instance all the flats, including those in the 2 storey building that is proposed to be converted will comply with accessible and adaptable standard M4(2). I consider that the proposed accessibility for the proposed flats is acceptable and a condition can be attached to ensure that the development is delivered to this standard.

Amenity space

The Residential Amenity SPD sets out that 1.5sqm of amenity space should be provided for each 1 bedroomed flat and 2sqm of amenity space should be provided for two bedroomed flats. The scheme would require a total of 22.5sqm of private or communal amenity space based on the number of 1 and 2 bedroomed flats.

Some private amenity space is provided for some of the flats through balconies and thresholds facing the rear courtyard and the area to the west of the building to the rear of 234A Narborough Road. The flats that have private amenity space provided for them are flats 2, 3, 4, 5, 6 and 14. The private amenity space for these flats exceeds the recommended provision. Thresholds providing private amenity space would be enclosed with boundary treatments of 1.2m in height, which is sufficient to retain outlook but high enough to ensure reasonable level of privacy.

The proposed provision of private amenity space for the six flats mentioned above, would reduce the requirement of communal amenity space for the remaining flats. As such, there would be a requirement of 11sqm for the flats that do not have private amenity space provided for them.

The landscaping plan shows that approximately 180sqm of communal amenity space to the rear of the site would be provided as a result of the demolition of the existing buildings on site. This provision significantly exceeds the 11sqm of communal amenity space required for the remaining flats. Therefore, I consider this arrangement is more than acceptable.

Light and outlook

A daylight assessment has been submitted as part of the application. As a result of the daylight assessment, amendments were received for additional windows and enlarged windows and doors for flats 4, 5, 10 and 11. The daylight assessment concluded that, with the changes to the scheme, the habitable rooms within the flats would receive sufficient natural light.

All habitable rooms would have windows. However, due to the constraints of the bedroom within the roof of flat 11, this room would only receive outlook from rooflights, which is not ideal. However, the flat would have suitable outlook from rooms elsewhere within the unit and although not ideal, I consider this arrangement is acceptable in this instance.

The habitable rooms within flats 4 and 11 would have limited outlook afforded to the bedrooms. Although this is not ideal, the living room within the flats does provide a good level of outlook. I consider that the proposal, by providing additional residential accommodation within the city would outweigh the impacts of insufficient outlook.

It is indicated on the proposed elevation drawings that the windows within the flats facing the rear of the buildings on Narborough Road would be obscure glazed up to 1.8m above the floor levels. This would be to protect the amenity of the occupiers of the residential dwellings at first floor level of the buildings along Narborough Road. I consider that these flats would have suitable outlook towards the courtyard to the eastern side.

Noise and overheating

An Environmental Noise Assessment was submitted with the application to assess what the impacts of noise from various sources would be on the future occupiers of the proposed flats.

A sound insulation scheme is recommended within the report, based on the predicted internal noise levels, which would ensure that the noise levels within the proposed flats would be below the criteria for indoor ambient noise levels set out in Professional Practice Guidance on Planning and Noise (ProPG).

With regards to overheating, the submitted assessment indicates that it would be possible to use open windows as part of the overheating mitigation strategy and achieve the criteria set out in Acoustics, Ventilation and Overheating Guide (AVOG) and Part O of the Building Regulations.

Internal airborne sound transmission from adjacent attached retail premises or nearby vehicle repair garages have been assessed and they are not considered to cause a significant adverse impact on the occupiers of the flats.

I consider that the proposed insulation is acceptable and the windows can be opened in this location to prevent overheating. The insulation scheme as submitted can be conditioned to be installed prior to the occupation of the proposed flats.

Waste Management

Bin storage for all the flats is proposed to the front of the proposed building fronting Raymond Road. The size of the bin storage area has been increased during the

application process. Sufficient space is provided within the area for the required number of bins required, including space required under the new food waste collection requirements and it is easily accessible, both from Raymond Road for collection and from within the building itself, which is acceptable.

I consider it necessary to attach a condition to ensure that the designated area for bin storage is provided prior to the occupation of the development and is retained for bin storage thereafter.

Living Conditions - Conclusion

I consider that the internal layouts and floorspace provided within the flats, the light and outlook afforded to the future occupiers, accessibility of the proposed development, the amount of private amenity space to be provided and the bin storage provision are all acceptable. I consider that the proposal would accord with the NPPF, saved local plan policy PS10 and Core Strategy policy CS03 when considering the proposed living conditions for the future occupiers.

Highways

Core Strategy Policy CS14 states development should be easily accessible to all future users, including those with limited mobility, both from within the City and the wider sub region. It should be accessible by alternative means of travel to the car, promoting sustainable modes of transport such as public transport, cycling and walking and be located to minimise the need to travel.

Saved Policy H07 states planning permission will be granted for the conversion of existing buildings to self-contained flats, provided the proposal is satisfactory in respect of the arrangements for car or cycle parking.

Saved Policy AM12 states level of parking for residential development shall be determined in accordance with Appendix 01 referenced above.

Raymond Road is predominantly residential in nature, and the current uses on the site conflicts with this. As such, a residential use would be more appropriate from a highways perspective. No car parking provision has been made on the site and non can be provided, due to the nature of the site. Trip making is unlikely to differ significantly between the existing and proposed uses. Although the patterns of these trips may vary, the differences are considered unlikely to be of significant concern in this case.

The proposals do not include off-road car parking for residents; however, the site is in a sustainable location with bus stops located nearby along Narborough Road and is close to facilities within the Narborough Road/Hinckley Road District Centre. I consider it necessary to attach a condition to ensure that a travel pack that includes information regarding local transport links for residents is provided.

Communal cycle storage for 18 bikes is provided within the rear courtyard, which meets the requirements set out in SPG Vehicle Parking Standards and saved Local Plan policies H07 and AM12. Amended plans now show four electric cycle charging points have been provided to allow for charging within the cycle storage area. I

consider it necessary to attach a condition to ensure that the cycle parking as proposed is provided and retained.

As access to the cycle shelter would be through the ground floor of the new building fronting Raymond Road, amended plans have been received to improve the access arrangements by removing internal doors, widening the corridor in places and fitting key-fobbed automatic door access to make it easier for cyclists to push their bicycles through to the rear courtyard. I consider that these changes ensure that there is improved suitable access to the cycle storage area within the rear courtyard area. As such, I consider it necessary to attach a condition to ensure that the key-fobbed automatic doors are provided and retained in working order.

Pedestrian access will be retained from Raymond Road and Narborough Road. As vehicle access to the site would no longer be necessary, the existing driveway between numbers 234 and 236 Narborough Road, which is currently for vehicular use to the site but would become redundant, so it would need to be removed. I consider it necessary to attach a condition to ensure that the kerb line and footway are reinstated accordingly.

I consider it necessary to attach a condition to ensure that a Construction Method Statement is provided prior to the commencement of development to ensure that any disruption on neighbouring residential occupiers is limited during the construction and demolition processes.

Subject to conditions, I conclude that the proposal would comply with policy CS14 of the Core Strategy (2014) and would not conflict with saved policies H07 and AM12 of the Local Plan (2006), and is acceptable in terms of highway impact and parking.

Air Quality

An Air Quality Assessment (AQA) has been submitted with the application. The AQA was conducted in line with methodology provided by the Institute of Air Quality Management (IAQM).

The assessment concludes that the site will not adversely affect the air quality of the surrounding area, nor will the proposed sensitive receptors (residential units) created be exposed to poor air quality in the operational phase. The site is identified as a 'medium risk' site due to potential dust soiling during the demolition phase of operations. Appropriate mitigation measures for a 'medium risk' site to be followed during all periods of construction and demolition are listed in Appendix D of the AQA, which I consider necessary to be secured by way of planning condition.

Subject to the above condition, the proposed development is considered not to have an adverse impact on the air quality of the surrounding area in accordance with saved Local Plan policies PS10 and PS11.

Land Contamination

The site has been used as a factory and has a history of industrial processes. As such, I consider it necessary for a condition be attached to ensure that the site is investigated for the presence of land contamination, and a site investigation report incorporating a risk assessment and, if required, a scheme of remedial works to ensure the site

suitable and safe for the development, is submitted and approved prior to the commencement of any development other than demolition.

Subject to the acceptability of any information submitted as a result of the above condition, I consider that the proposal would be acceptable in relation to land contamination impacts and the proposal would not be contrary to NPPF paragraph 196 and saved Local Plan policy PS11.

Ecology and landscaping

The site is not designated for nature conservation and is situated within a heavily urbanised area of the city. However, the site is located close to the Ivanhoe railway line, a locally designated Biodiversity Enhancement Site that provides local Green Infrastructure, which is connected to the site by adjacent rear gardens of residential properties.

An internal/external bat survey report (Dr Stefan Bodnar - May 2024) has been provided, which concluded that both buildings presented negligible roost potential. As a result no further surveys are required. The report is considered acceptable and the proposed demolition and development would be unlikely to impact protected species.

Within the report, the Applicant's Ecologist has recommended that x3 bat boxes and x3 bird boxes (House Sparrow terrace design) be included with the development design which is acceptable and I consider necessary to be conditioned.

I do consider it necessary for a note to applicant to be attached to any permission granted to advise that development should be avoided during the bird nesting season, as there is potential for birds (in particular pigeons) to nest on sheltered areas of flat roofs.

As the site is entirely comprised of buildings and hard standing with no evidence of habitats being present, the 'de-minimis' threshold for Biodiversity Net Gain exemption applies.

The proposed landscaping plans intend to introduce 'low maintenance' habitat as part of the development design that incorporates native species of planting to support pollinators. I consider that this can be achieved through specific details provided within a Landscape and Ecology Management Plan, which can be conditioned to be provided.

Subject to conditions the proposed development is considered not to have an adverse impact on biodiversity in accordance with Core Strategy policy CS17 and paragraph 187 of the NPPF.

Drainage

The site is located within Flood Zone 1, as detailed on the Environment Agency's website, and is shown to be at 'Very Low' risk of surface water flooding. A Drainage Strategy report has been provided, which proposes to limit the discharge of surface water to 3.0l/s via a geocellular attenuation tank and a hydrobrake flow control. Further SuDS are required, which I consider can be secured by way of condition.

Additional drainage requirements are also necessary including drainage measures to prevent water flowing onto the public highway, discharge rates, detailed drainage layout plan and detailed drainage calculations.

The existing surfaces to the rear of the site are impermeable tarmac. Raised planters are proposed, which would discharge into the surface water drainage system. I consider it necessary to attach a condition to secure the SuDS details proposed and to ensure that maintenance details are provided.

The additional details can be secured by above slab level conditions. It is considered that the development is acceptable subject to conditions and taking into account Core Strategy policy CS02 and the NPPF when considering flood risk and climate change.

Sustainable Energy

A Sustainable Energy Report has been provided for the development.

Based on the assessment results provided on page 18 of the report, I consider that adequate levels of daylighting for each flat would be provided to prevent the need for excessive use of artificial lighting.

The report confirms that the proposed U values meet or exceed the notional building regulations U values, which is acceptable.

The details submitted in relation to space heating, hot water, ventilation and lighting are all acceptable.

Sufficient space is provided within each flat for hot water cylinders with integral air source heat pumps. External vents to facilitate the air source heat pumps can also be accommodated.

Solar panels are proposed on the flat roof of the rear dormer element of the proposed building fronting Raymond Road, which I consider to be acceptable.

It is confirmed that the proposed level of carbon emission reductions compared to the baseline for this development would result in a projected reduction of 71%.

I consider that the proposed measures are acceptable in accordance with NPPF paragraphs 166 and 167 and Core Strategy policy CS02. The Sustainability Statement including approved measures can be secured by way of condition.

Viability and Developer Contributions

Paragraph 58 of the NPPF (as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010) states that planning obligations must only be sought where they meet the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

A request for financial contributions has been made by the NHS Leicestershire and Rutland Integrated Care Board. To ensure that the health and wellbeing of the local community is protected, they have requested S106 funding to help mitigate/support the needs arising from an increase in population and is used towards increasing access to these services.

£8,400.00 is requested based on 2021 census data, with an average of 1.5 patients per flat dwelling, the development would result in a minimum population increase of 21 patients.

Based on the formula set out within the Green Space SPD a contribution of £14,811.00 has been requested from the Parks and Open Spaces Team within Leicester City Council in response to this application. The contribution is intended to be used towards improvements to the existing kick-about space and for additional tree planting.

No contribution has been requested from Education and School Services and the number of flats proposed do not meet the threshold of 15 flats to allow for any affordable housing contributions.

This contributions requested will need to be secured by a section 106 agreement.

I conclude that a section 106 agreement is necessary to secure the NHS and Parks and Open Spaces contributions. The proposal is in accordance with NPPF paragraph 58 and Leicester Core Strategy policy CS19.

Other matters

An objector raised concerns regarding the impact of the proposed development on house prices in the area. This is not a material planning consideration and cannot be considered in the determination of the application.

Conclusion

The proposed development is considered acceptable in principle and would not result in detriment in respects of residential amenity, design, heritage, highways, sustainability, flood risk, landscaping, trees, ecology and land contamination. The proposed development is considered to be high quality, well designed and contributes positively to the character and appearance of the character and appearance of the area. The amended plans address the points of concern raised at the previous meeting.

I consider that the proposal would also contribute towards meeting the City's 5 year Housing Land Supply. The standard of accommodation on balance is acceptable and the provision of housing would outweigh the lack of outlook to some of the habitable rooms.

The details for all aspects of the proposal as submitted are accepted and conditions will be attached to secure those details are implemented.

Contributions for the NHS and Parks and Open Spaces will be secured through a section 106 agreement.

The development complies with the local development plan policies, and the NPPF and NPPG, and is considered to be acceptable.

I recommend that this application is APPROVED subject to the following conditions and a SECTION 106 AGREEMENT to secure a financial contribution for the NHS and Parks and Open Spaces:

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 development shall commence, including any works of demolition, until a Construction Method Statement (CMS), has been submitted to, and approved in writing by the Local Planning Authority. The approved CMS shall be adhered to throughout the demolition and construction period. The statement shall provide for:
 - (i) the parking of vehicles of site operatives and visitors;
 - (ii) the loading and unloading of plant and materials;
 - (iii) the storage of plant and materials used in constructing the development;
 - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (v) wheel washing facilities;
 - (vi) measures to control the emission of dust and dirt during construction;
 - (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - (viii) a list of all works to be carried out in the highway and arrangements to facilitate these works, including scaffolding required within the highway, temporary traffic management plan/s and permits, licences and TTROs required.(To ensure the satisfactory development of the site, and in accordance with saved policies AM01, UD06 of the City of Leicester Local Plan and Core Strategy policy CS03. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
3. 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 saved policy PS10 of the City of Leicester Local Plan.)

4. No development shall be carried out (other than demolition) until the site has been investigated for the presence of land contamination, and a Site Investigation Report incorporating a risk assessment and, if required, a scheme of remedial works to render the site suitable and safe for the development, has been submitted to and approved in writing by the Local Planning Authority. The approved remediation scheme shall be implemented and a completion report shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied. Any parts of the site where contamination was previously unidentified and found during the development process shall be subject to remediation works carried out and approved in writing by the Local Planning Authority prior to the occupation of the development. The report of the findings shall include: (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, pets, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments; (iii) an appraisal of remedial options, and proposal of the preferred option(s). This shall be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11". (To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved policy PS11 of the City of Leicester Local Plan.).
5. No part of the development shall be occupied until any redundant footway crossings and/or damaged or altered areas of footway or other highway have been reinstated in accordance with guidance in the Leicester City Council document "Leicester Street Design Guide". (For the safety and convenience of pedestrians and other road users, and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)
6. No part of the development shall be occupied until 18 secure and covered cycle parking spaces and 4 electric cycle charging points have been provided in accordance with the approved plans and retained thereafter. (In the interests of the satisfactory development of the site and in accordance with saved policies AM02 and H07 of the City of Leicester Local Plan).
7. Automatic doors with fobbed access shall be provided at the front and rear of the approved building fronting Raymond Road and installed in accordance with the approved plans and retained in working order thereafter. (In the interests of the satisfactory development of the site and in accordance with saved policies AM01, AM02 and H07 of the City of Leicester Local Plan).
8. 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 saved policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy).

9. Prior to the commencement of works above slab level, a materials schedule in accordance with the materials key shown on the approved plans, including all external materials with product specification and RAL colours, and materials sample panel drawing (at a scale of 1:20) shall be submitted to and approved in writing by the Local Planning Authority. The Sample Panel Drawings shall show (but not necessarily limited to) the following:
 - A) brick,
 - B) bonding & mortar,
 - C) colour of mortar,
 - D) window frames and reveals,
 - E) ventilation panels/louvres materials and coverings,
 - F) fenestration profiles,
 - H) lintels, sills and reveals, and
 - I) cladding.(In the interests of visual amenity and to preserve the special character of the area and in accordance with policy CS03 of the Core Strategy).
10. Prior to the commencement of works above slab level, sample panel(s) shall be constructed on site for inspection (size, number and detail to be agreed under condition 9) showing (but not necessarily limited to) brick, bonding & mortar, colour of mortar, window frames, reveals, fenestration profiles, lintels, sills, reveals and cladding. The development shall only be constructed in accordance with the approved materials and sample panel details. (In the interests of visual amenity and to preserve the special character of the area and in accordance with policy CS03 of the Core Strategy.)
11. Prior to the commencement of development other than demolition, details of drainage shall be submitted to and approved in writing by the local planning authority. No dwelling hereby approved shall be occupied until the drainage has been installed in full 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).
12. Prior to the commencement of development other than demolition, 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. No flat/property shall be occupied 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).

13. The development shall be carried out in accordance with the energy efficiency measures as outlined in the Sustainable Energy Report rev 3 received on 24/06/2025. (In the interests of development to mitigate and adapt to climate change and in accordance with Core Strategy Policy CS02.)
14. Prior to the commencement of development other than demolition, details of the type and location of 3 x Bat boxes and 3 x Bird nest boxes (Sparrow Terrace type recommended) to be attached to the exterior elevations of the proposed building have been submitted to and agreed in writing by the 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 agreed details, which shall be retained thereafter. (In the interest of biodiversity and in accordance with NPPF (2024), and Core Strategy policy CS17).
15. Prior to the commencement of development other than demolition until a detailed landscape and ecological management plan (LEMP) showing the treatment and maintenance of all parts of the site which will remain unbuilt upon shall be submitted to and agreed in writing with the local planning authority. No part of the development shall be occupied until the LEMP has been implemented in accordance with the approved details. This scheme shall include details of: (i) new shrub planting, including plant type, size, quantities and locations; (ii) means of planting, staking, and tying of shrubs, including guards; (iii) other surface treatments; (v) any changes in levels; (iv) the position and depth of service and/or drainage runs (which may affect tree roots), v) a detailed plan of the biodiversity enhancements on the site such as meadow creation and hedgerow improvements including a management scheme to protect habitat during site preparation and post-construction. vi) details of planting design.
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 interest of biodiversity, amenity and the character and appearance of the area, and in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy policies CS03 and CS17.).
16. The development shall not be occupied until the store for refuse bins has been provided in accordance with the approved plans and is accessible to all occupiers. The bin store shall be retained thereafter for the storage of refuse in connection with the use and occupation of the development and all refuse bins shall be kept within the designated area other than on refuse collection days. (To ensure adequate facilities for the storage and collection of refuse and to protect the amenity of the area in accordance with saved policy H07 of the City of Leicester local plan and Core Strategy policy CS03).
17. Prior to the first occupation of the development all details and recommendations in the submitted Environmental Noise Assessment received 21/06/2024 shall

be fully implemented. The installations shall be retained and maintained thereafter. (To achieve satisfactory living conditions for future occupiers of the development and in accordance with saved policies PS10 and PS11 of the City of Leicester Local Plan).

18. Before the first occupation of the flats hereby approved, the windows facing west towards 234 Narborough Road shall be fitted with obscure glazing, as shown on the approved elevations, to Pilkington level 4 or 5 (or equivalent) and non-opening (with the exception of a top opening light), and retained as such. (In the interests of the amenity of future occupiers and in accordance with saved policy PS10 of the City of Leicester Local Plan).
19. All flats shall be constructed in accordance with 'Category 2: Accessible and adaptable dwellings M4 (2) Optional Requirement. On completion of the scheme and prior to the occupation of any of the flats a completion certificate signed by the relevant inspecting Building Control Body shall be submitted to the local planning authority certifying compliance with the above standard. (To ensure the flats are adaptable enough to match lifetime's changing needs in accordance with Core Strategy policy CS06)
20. Development shall be carried out in full accordance with the following approved plans:
 - Demolition Plan, 1702 P02 rev A, received 21/06/2024
 - Proposed Site and Landscaping Plan, 1702 P10 rev E, received 07/10/2025
 - Proposed Floor Plans, 1702 P20 rev F, received 07/10/2025
 - Proposed Second Floor and Roof Plans, 1702 P21 rev B, received 08/04/2025
 - Proposed Elevations, 1702 P30 rev E, received 11/07/2025
 - Bike Store Plan and Elevations, 1702 P50 rev C, received 07/10/2025
 - Construction and Materials, 1702 P40 rev B, received 11/07/2025
 - Construction and Materials, 1702 P41 rev C, received 11/07/2025(for the avoidance of doubt)

NOTES FOR APPLICANT

1. Development on the site should avoid the bird nesting season (March to September), but if this is not possible, a 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 Local Planning Authority. 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. Further information on birds and the law can be found here [Wild birds: protection and licences - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

2. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption/transitional arrangement is considered to apply:

Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

3. Leicester Street Design Guide (First Edition) has now replaced the 6Cs Design Guide (v2017) for street design and new development in Leicester. It provides design guidance on a wide range of highway related matters including access, parking, cycle storage. It also applies to Highways Act S38/278 applications and technical approval for the Leicester City highway authority area. The guide can be found at:
<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/>

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.

As the existing building to be demolished abuts the highway boundary, any barriers, scaffolding, hoarding, footway closure etc. required for the demolition works to be undertaken will require a licence. This should be applied for by emailing Licensing@leicester.gov.uk.

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

The costs for the alterations of the TROs should be funded by the Applicant. The average cost of a TRO scheme is currently in the region of £6,000, but this cost may rise depending on the complexity. The Applicant is advised to contact trafficoperations@leicester.gov.uk to discuss the requirements to enable the TRO to be processed.

4. 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 2024 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.
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_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_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.
2014_CS19	New development must be supported by the required infrastructure at the appropriate stage. Developer contributions will be sought where needs arise as a result of the development either individually or collectively.

